The China Mail.

Established February, 1845.

VOL. XLIV. No. 7687. 英一千八百八十八年四月十二號 HONGKONG, THURSDAY, APRIL 12, 1888. 戊子年三月初二日 PRICE, $2 PER MONTH.

AGENTS FOR THE CHINA MAIL.

LONDON:—F. ALGAR, 11 & 12, Clement's Lane, Lombard Street, E.C. GEORGE STREET & Co., 30, Cornhill. GORDON & GOTCH, Ludgate Circus, E.C. BATES HENDY & Co., 37, Walbrook, E.C. SAMUEL DEACON & Co., 150 & 154, Leadenhall Street. W. M. WILLS, 151, Cannon Street, E.C.
PARIS AND EUROPE:—AMEDEE PRINCE & Co, 36, Rue Lafayette, Paris.
NEW YORK:—ANDREW WIND, 21, Park Row.
SAN FRANCISCO and American Ports generally:—BEAN & BLACK, San Francisco.
AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GOTCH, Melbourne and Sydney.
CEYLON:—W. M. SMITH & Co., THE APOTHECARIES Co., Colombo.
SINGAPORE, STRAITS, &c.:—SAYLE & Co., Square, Singapore. C. HEINSZEN & Co., Manila.
CHINA:—Macao, F. A. DE CRUZ. Swatow, QUELCH & Co. Amoy, N. MOALLE. Foochow, HEDGE & Co. Shanghai, LANE, CRAWFORD & Co., and KELLY & WALSH. Yokohama, LANE, CRAWFORD & Co., and KELLY & Co.

Banks.

NOTICE.

RULES OF THE HONGKONG SAVINGS' BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3; Saturday, 10 to 1.
2.—Sums less than $1, or more than $250 at one time will not be received. No depositor may deposit more than $2,500 in any one year.
3.—Depositors in the Savings' Bank having $100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.
4.—Interest at the rate of 3½ per cent. per annum will be allowed to depositors on their daily balances.
5.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.
6.—Correspondence as to the business of the Bank if marked On Hongkong Savings' Bank Business is forwarded free by the various British Post Offices in Hongkong and China.
7.—Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

For the HONGKONG & SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.

Hongkong, September 1, 188 . 754

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL..........$7,500,000
RESERVE FUND..........$3,950,000
RESERVE LIABILITY OF PROPRIETORS..........$7,500,000

COURT OF DIRECTORS.
Chairman—Hon. JOHN BELL IRVING.
Deputy Chairman—W. H. FORBES, Esq.
C. D. BOTTOMLEY, Esq. | Hon. A. P. MCEWEN.
W. G. BRODIE, Esq. | S. C. MICHAELSEN, Esq.
H. L. DALRYMPLE, Esq. | J. S. MOSES, Esq.
H. HOPPIUS, Esq. | L. POESNECKER, Esq.
B. LAYTON, Esq. | E. A. SOLOMON, Esq.

CHIEF MANAGER.
Hongkong,......THOMAS JACKSON, Esq.
MANAGER.
Shanghai,......EWEN CAMERON, Esq.
LONDON BANKERS.—London and County Bank.

HONGKONG.
INTEREST ALLOWED.

ON Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.
On Fixed Deposits:—
For 3 months, 3 per cent. per annum.
" 6 " 4 per cent. "
" 12 " 5 per cent. "

LOCAL BILLS DISCOUNTED.
Credits granted on approved Securities, and every description of Banking and Exchange business transacted.
Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.
T. JACKSON,
Chief Manager.
Hongkong, January 25, 1888. 363

Notices of Firms.

NOTICE.

MR. GEORGE DIXWELL FEARON was ADMITTED a PARTNER in our Firm on the 1st January, 1888.
DEACON & Co.
Canton, 2nd April, 1888. 538

NOTICE.

MR. M. GROTE has THIS DAY been Admitted a PARTNER in our Firm.
CHATER & VERNON.
Hongkong, January 15, 1888.

A RAMBLE THROUGH SOUTHERN FORMOSA.—By MR. G. TAYLOR.
This Article, which has been reprinted from the China Review, contains one of the best Sketches of Formosan Life yet written. A few roughly-executed Woodcuts are included in the pamphlet.
May be had—Price, $1—at Messrs. LANE, CRAWFORD & Co.'s, and Messrs. KELLY & WALSH, LIMITED, Hongkong; also, Mr. N. Moalle, Amoy.
...1888. 363

Intimations.

IN THE SUPREME COURT OF HONGKONG.

IN BANKRUPTCY.

NOTICE.—NG WAI CHAN, of Victoria, in the Colony of Hongkong, MASTER of SUM SUY TAI, CHEONG KEE SHOP, having been adjudicated BANKRUPT under a Petition for adjudication filed by TAM KAM FONG, in the Supreme Court of Hongkong, in Bankruptcy, on the 24th day of January, 1888, is hereby required to surrender himself to ALFRED GASCOYNE WISE, Esquire, the Acting Registrar of the said Court, at the First MEETING of CREDITORS to be held by the said Acting Registrar, on THURSDAY, the 26th day of April, 1888, at 11 o'clock in the Forenoon, precisely, at his Chambers, in the Supreme Court.
The said ALFRED GASCOYNE WISE, Esquire, is the Official Assignee, and Mr. HO WYSON is the Solicitor in the Bankruptcy.
A Public Sitting will hereafter be appointed by the said Court for the said Bankrupt to pass his Final Examination, and to make application for his Discharge, of which Sitting Notice will be given in the Hongkong Government Gazette.
At the First Meeting of Creditors, the Registrar will receive the Proofs of the Debts of the Creditors, and the Creditors who shall have proved their Debts, respectively, or the majority in value of the said Creditors, are hereby directed to choose at such Meeting an Assignee or Assignees of the Bankrupt's Estate and Effects to be called the Creditors' Assignee or Assignees.
All Persons INDEBTED to the said Bankrupt or having in their possession Property belonging to him are to pay and hand over the same to the said Official Assignee.
Dated this 10th day of April, 1888.
HO WYSON,
Solicitor for the Petitioning Creditor.
552

PERSEVERANCE LODGE OF HONGKONG,
No. 1165.

A Regular MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zetland Street, on MONDAY NEXT, the 16th Instant, at 8.30 for 9 p.m. precisely. VISITING BRETHREN are cordially invited.
Hongkong, April 11, 1888. 594

THE HONGKONG SCHOOLS' ATHLETIC SPORTS.

THE above-named SPORTS are INDEFINITELY POSTPONED. Due Notice of their taking place will be given.
ALFRED J. MAY,
Hon. Secretary.
Hongkong, April 10, 1888. 585

THE NORTH-CHINA INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE Eighth Ordinary General MEETING of the above Company will be held at the HEAD OFFICE, on WEDNESDAY, the 25th April, 1888, at Half-past Two o'Clock p.m., for the presentation of the Report of the Directors, and Accounts to the 3 at December, 1887, the declaration of Dividends, the election of Directors and Auditors for the current year, and the transaction of any other business which may be transacted at an Ordinary General Meeting.
The Transfer BOOKS of the Company will be CLOSED from the 12th to the 25th Instant, both days inclusive.
By Order of the Court of Directors,
ALEX. ROSS,
Secretary.
Shanghai, 4th April, 1888. 587

DENTISTRY.

FIRST CLASS WORKMANSHIP.
MODERATE FEES.

MR. WONG TAI-FONG,
Surgeon Dentist,
(FORMERLY ARTICLED APPRENTICE AND LATTERLY ASSISTANT TO DR. ROGERS,)

AT the urgent request of his European and American patients and friends, has TAKEN THE OFFICE formerly occupied by Dr. ROGERS,
No. 2, DUDDELL STREET.
CONSULTATION FREE.
Discount to missionaries and families.
Sole Address
2, DUDDELL STREET,
(Next to the New Oriental Bank.)
Hongkong, January 19, 1885. 66

THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED.

NOTICE is hereby given that all VESSELS DISCHARGING BOMBAY COTTON and COTTON YARN at the KOWLOON WHARVES will have FREE STORAGE for 14 days from arrival, after which a Rent of 3 CENTS per bale per month will be Charged.
ISAAC HUGHES,
Secretary.
Hongkong, November 7, 1887. 2148

NOTICE.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS and ENGINEERS are respectfully informed that, if upon their arrival in this Harbour, NONE of the Company's FOREMEN should be at hand, Orders for REPAIRS if sent to the HEAD OFFICE, No. 14, Praya Central, will receive prompt attention.
In the Event of Complaints being found necessary, Communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.
D. GILLIES,
Secretary.
Hongkong, August 25, 1885. 1458

Business Notices.

LANE, CRAWFORD & Co.

WINES, &c.

FOR SALE.

SHERRIES.—SACCONE'S HELICON, MANZANILLA and AMONTILLADO. CHOICE OLD BROWN SHERRY.
CLARETS.—CÔTES DE BOURG, MEDOC, HAUT TALENCE, ST. EMILION, MARGAUX, CHATEAU LAROSE and CHATEAU LAFITE.
CALIFORNIA BREAKFAST CLARET and WHITE WINE.
PORTS.—CUTLER, PALMER & CO.'S, and OWN IMPORTATION DIRECT FROM OPORTO.
BURGUNDIES.—CHAMBERTIN, CHABLIS, NUITS, MACON, MOULIN A VENT, BEAUNE and POMMARD.
HOCKS.—HOCKHEIMER and HAUT SAUTERNE.
CHAMPAGNES.—AYALA & CO.'S and OTHER BRANDS.
BRANDIES.—COURVOISIER'S, HENNESSY'S, EXSHAW'S, and LIQUEUR BRANDY 1848 VINTAGE.
WHISKIES.—TEACHER'S HIGHLAND CREAM, DUNVILLE'S IRISH, and OLD BOURBON.
RUM.—OLD JAMAICA RED HEART.
GIN.—SWAINE BOORD'S OLD TOM and VAN HOBOKEN'S GENEVA.
LIQUEURS.—CHARTREUSE, CURACAO, MARASCHINO, D.O.M., NOYEAU, CHERRY BRANDY, CHERRY CORDIAL, GINGER BRANDY, and GINGER WINE.
VERMOUTH.—NOILLY-PRAT'S and TORINO.
BITTERS.—ANGOSTURA, BOKER'S, ORANGE, CHIRETTA and BOLIVAR.
ALE & STOUT.—BASS'S ALE and GUINNESS'S STOUT, BULL DOG BRAND, CLAUSEN'S AMERICAN LAGER, KAISER LAGER and TUBORG'S FABRIKKER.
BASS'S DRAUGHT ALE and WHITBREAD'S DRAUGHT STOUT.
Hongkong, April 11, 1888. 580

STAG HOTEL,
QUEEN'S ROAD CENTRAL, HONGKONG.
J. COOK, Proprietor.

THE HOTEL IS CENTRALLY SITUATED AND WITHIN A FEW MINUTES' WALK FROM THE PRINCIPAL LANDING PLACES.
GOOD ACCOMMODATION FOR VISITORS.
CHARGES MODERATE.
TIFFIN at 1 o'Clock. DINNER at 7.30.
WELL VENTILATED BILLIARD ROOM.
TIFFIN 50 CENTS. DINNER 75 CENTS.
WINES, SPIRITS AND MALT LIQUORS OF THE VERY BEST QUALITY ONLY.
Hongkong, April 1, 1887. 607

Victoria Hotel,
Praya and Queen's Road Central, Hongkong.

THIS Extensive and well-appointed Establishment, situated in one of the most central and airy positions in the Colony and commanding a splendid view of almost the entire harbour and within five minutes' walk of the principal Government Offices (including the Post Office), Banks, &c, has recently been much enlarged and improved and is now ONE of the principal HOTELS in the place.
The ROOMS are spacious, well ventilated and have just been refurnished in a most comfortable and handsome manner, suited to the requirements of the Far East.
The Accommodation and Service of every kind will be found to be of the best description.
An ample and varied TABLE D'HOTE is always provided and served in the spacious, large DINING HALL.
The HOTEL also contains handsome and comfortable Reception, READING, BILLIARD and SMOKING ROOMS.
The HOTEL is unsurpassed for comfort, convenience and quick service.
Continental languages are spoken.
Messrs. DORABJEE & HING KEE,
Proprietors.
Hongkong, September 16, 1885. 1612

W. POWELL & Co.
HAVE RECEIVED
EX LATEST STEAMERS.
A FULL ASSORTMENT OF
NEW SPRING AND SUMMER GOODS,
IN EVERY DEPARTMENT.
W. POWELL & Co.
VICTORIA EXCHANGE, Hongkong, April 5, 1888. 556

NEW GOODS.

TALL SILK HATS.
" DRAB FELT HATS.
BLACK, BROWN, DRAB and GREY HARD FELT HATS.
TERAI and other SOFT FELTS.
TWEED HATS and CAPS in new shapes.
STRAW and PITH HATS.
SILK UMBRELLAS, from $5, over 100 to choose from.
WALKING STICKS, a very large assortment.
WATERPROOF COATS, LEGGINGS and CHAIR APRONS.
TRAVELLING RUGS & SCOTCH MAUDS.
OVER COATINGS, light and heavy.
OVER COATINGS, Ulster Tweeds.
Fine Black DIAGONAL and CORKSCREW for Dress Suits.
Black, Blue & Brown Fancy and Check DIAGONAL COATINGS.
Fancy and Check TWEED SUITINGS.
TROUSERINGS, in a great variety of Stripes, Checks, &c.
CRICKETING FLANNELS, in Checks, Stripes & Plain.
French Printed SHIRTINGS.
Unshrinkable FLANNEL SHIRTINGS.
Winter, Medium and Summer UNDER VESTS and PANTS.
READY-MADE ULSTERS IN STOCK.
Solid LEATHER PORTMANTEAUS.
OVERLAND TRUNKS, GLADSTONE BAGS, and a variety of TRAVELLING CASES, all sizes.
SILK ½-HOSE, Black, Navy and Colours.
Lamb's Wool, Merino and Lisle Thread ½-HOSE.
White DRESS SHIRTS.
Lacing & E. S. BOOTS and SHOES.
SHOOTING BOOTS, RUBBER BOOTS.
Patent Leather BOOTS and SHOES.
DANCING PUMPS, all sizes.
Large Stock of SCARFS, TIES, HANDKERCHIEFS, BRACES.

ROBT. LANG & Co.
Hongkong, February 21, 1888. 285

Intimations.

A LADY residing in England wishes to have TWO or THREE CHILDREN to EDUCATE with hers.
Careful training with the advantage of FRENCH and GERMAN taught in an ENGLISH home.
Good References required and exchanged.
Apply to
LANE, CRAWFORD & Co.
Hongkong, March 27, 1888. 512

CHAS. J. GAUPP & Co.,
Chronometer, Watch & Clock Makers, Jewellers, Gold & Silversmiths.

NAUTICAL, SCIENTIFIC AND METEOROLOGICAL INSTRUMENTS.
VOIGTLANDER'S CELEBRATED BINOCULARS AND TELESCOPES.
RITCHIE'S LIQUID AND OTHER COMPASSES.
ADMIRALTY & IMRAY CHARTS, NAUTICAL BOOKS.
English SILVER & ELECTRO-PLATED WARE.
Christofle & Co.'s ELECTRO-PLATED WARE.
GOLD & SILVER JEWELLERY in great variety.
DIAMONDS
AND
DIAMOND JEWELLERY,
A Splendid Collection of the Latest LONDON PATTERNS, at very moderate prices. 742

WASHING BOOKS.
(In English and Chinese.)

WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, can now be had at this Office.—Price, $1 each.
CHINA MAIL Office.

For Sale.

TO MASONS.

FOR SALE.

10 SHARES in HONGKONG MASONIC CLUB.
1 DEBENTURE BOND for $100 in LODGE 'STAR OF SOUTHERN CHINA,' No. 2013, E.C.
1 BOND for $25 in connection with LODGE 'STAR OF SOUTHERN CHINA,' No. 2013, E.C.
For Particulars, apply at
THE OFFICE OF THIS PAPER.
Hongkong, April 9, 1888. 589

FOR SALE.

JULES MUMM & Co.'s CHAMPAGNE,
Quarts..........$20 per Case of 1 doz.
Pints..........$21 " " 2 "
Dubos Frères & de Gernon & Co.'s BORDEAUX CLARETS AND WHITE WINES.
Baxter's Celebrated 'Barley Bree' WHISKY,—$7½ per Case of 1 doz.
GIBB, LIVINGSTON & Co.
Hongkong, July 18, 1884. 1187

NOW READY.

PRICE, $1.00.
COMPARATIVE CHINESE FAMILY LAW
BY E. H. PARKER.
Can be obtained from KELLY & WALSH at Shanghai and Hongkong, at LANE, CRAWFORD & Co., Hongkong, and at the China Mail Office.

Auctions.

PUBLIC AUCTION.

MR. J. M. ARMSTRONG has received instructions to Sell by Public Auction, on
THURSDAY,
the 26th April instant, at 3 o'Clock p.m., at the Premises,—
ALL THOSE ADJOINING PIECES OR PARCELS OF GROUND,
now known and Registered in the LAND OFFICE, as INLAND LOTS Nos. 27, 389, 390, 391, 707, 708 and 716, with the BUILDINGS thereon, situate, as to the First mentioned Lot, in PEEL STREET and ROBINSON ROAD, and, as to the Remaining Lots, in ROBINSON ROAD and MOSQUE JUNCTION.
The whole Property to be Sold in Four Lots.
For Plans, Particulars and Conditions of Sale, apply to
CALDWELL & WILKINSON,
Solicitors for the Vendor,
or to
The Auctioneer.
Hongkong, April 4, 1888. 555

To Let.

TO LET.

ROOMS in 'COLLEGE CHAMBERS.'
GODOWN in ICE HOUSE LANE, lately occupied by Messrs. BUTTERFIELD & SWIRE, from the 1st May.
Apply to
DAVID SASSOON, SONS & Co.
Hongkong, February 3, 1888. 504

TO LET.

A Commodious SUITE of OFFICES in the ICE HOUSE BUILDINGS.
Apply to
G. C. ANDERSON,
13, Praya Central.
Hongkong, March 22, 1888. 489

TO BE LET.

UNFURNISHED WITH TENNIS COURT.

NO. 5, RICHMOND TERRACE, a FOUR ROOMED HOUSE, with Three Bath Rooms.
No. 6, RICHMOND TERRACE, a SIX ROOMED HOUSE, with Three Bath Rooms.
A NEW STORY has just been added to the Servants' Quarters of both houses.
Apply to
JOHN WILLMOTT,
Hongkong Dispensary.

TO LET.
(Immediate Possession.)

HOUSE No. 1 'BALL'S COURT,' Bonham Road.
SHOPS Nos. 6, 11, 12, 13, and 14 'BEACONSFIELD ARCADE,' Queen's Road.
TWO ROOMS, TOP FLOOR, West Side of House No. 16 'BANK BUILDINGS,' Queen's Road, now occupied by Messrs. W. HEWETT & Co.
SHOP No. 24 'BANK BUILDINGS,' Queen's Road, now occupied by Messrs. KUHN & Co.
HOUSE No. 31 'WEST VILLA,' Pokfulum Road.
Apply to
BELILIOS & Co.
Hongkong, April 9, 1888. 583

TO BE LET.
(With Immediate Possession.)

TWO DESIRABLE RESIDENCES situated in Caine Road, West end Terrace opposite to Rose Villas.
Apply to
No. 14, CAINE ROAD.
Hongkong, October 31, 1887. 2130

Notices to Consignees.

UNION LINE.

NOTICE TO CONSIGNEES.

FROM ANTWERP, PENANG AND SINGAPORE.

THE Steamship Mosser, Captain TITZCK, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their Goods from alongside.
The Steamer is berthed at Kowloon Piers and Cargo impeding her discharge will be at once landed and stored at Consignees' risk and expense, and no Fire Insurance will be effected.
Optional Cargo will be forwarded on to SHANGHAI, unless notice to the contrary be given before Noon To-DAY.
All Claims against the Steamer must be presented to the Undersigned on or before the 19th Instant, or they will not be recognised.
RUSSELL & Co.,
Agents.
Hongkong, April 9, 1888. 577

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's S.S. Wingsang, having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN Co., LD., at West Point, whence delivery may be obtained.
Cargo remaining undelivered after the 13th Instant will be subject to rent.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, April 6, 1888. 568

Notices to Consignees.

SHIRE LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. PEMBROKESHIRE, FROM HAMBURG, ANTWERP, LONDON, PENANG AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods, are being landed at their risk into the Godowns of the KOWLOON WHARF & GODOWN Co. at Kowloon, whence and/or from the Wharves delivery may be obtained.
Optional Cargo will be forwarded unless notice to the contrary be given before Noon TO-DAY.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th Instant will be subject to rent.
All Claims against the Steamer must be presented to the Undersigned on or before the 17th Instant, or they will not be recognised.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
ADAMSON, BELL & Co.,
Agents.
Hongkong, April 11, 1888. 501

GLEN LINE OF STEAM PACKETS.

FROM LONDON, PENANG AND SINGAPORE.

THE Steamship Glenlyon, having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN Co., LD., at Kowloon, whence delivery may be obtained.
Optional Cargo will be forwarded unless notice to the contrary be given before 4 p.m. TO-DAY.
Cargo remaining undelivered after the 14th Instant will be subject to rent.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
Agents.
Hongkong, April 7, 1888. 572

Shipping.

Steamers.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

The Co.'s Steamship Wingsang, Capt. D'A. DE ST. CROIX, will be despatched as above on FRIDAY, the 13th Instant, at ...
This Steamer has superior ... Accommodation, specially constructed to meet the requirements of tropical climates.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, April 6, 1888. 565

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.
(Taking Cargo and Passengers at through rates for CHEFOO, TIENTSIN, NEWCHWANG, HANKOW and Ports on the YANGTSZE.)

The Co.'s Steamship Leesang, Captain SAWER, will be despatched as above on FRIDAY, the 13th Instant, at 4 p.m.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, April 10, 1888. 586

FOR NEW YORK VIA SUEZ CANAL.

The Steamship Claymore, CRAIG, Commander, will be despatched for the above Port on the 13th Instant.
For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.
Hongkong, April 9, 1888. 579

SHIRE LINE OF STEAMERS.

FOR NAGASAKI, KOBE AND YOKOHAMA.

The Steamship Pembrokeshire, WILLIAMS, Commander, will be despatched for the above Ports on the 13th Instant.
For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.
Hongkong, April 11, 1888. 590

STEAM TO SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.
(Passing through the INLAND SEA.)

The P. & O. S. N. Co.'s Steamship Malwa will leave for the above place about 24 hours after her arrival with the next outward English Mail.
E. L. WOODIN,
Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, April 7, 1888. 574

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY.
(Taking Cargo & Passengers at through rates for NINGPO, CHEFOO, NEWCHWANG, TIENTSIN, HANKOW and Ports on the YANGTSZE.)

The Co.'s Steamship Menelaus, Captain NELSON, will be despatched as above on WEDNESDAY, the 18th Instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, April 11, 1888. 593

Shipping.

Steamers.

STEAM TO STRAITS & BOMBAY,
Connecting at COLOMBO with the Company's Steamer Ravenna for MARSEILLES, LONDON, and INTERMEDIATE PORTS.

The P. & O. S. N. Co.'s Steamship Surat will leave for the above places on SUNDAY, the 15th April, at Daylight.
This Steamer has excellent Accommodation for Passengers.
Through Tickets will be granted to European and intermediate ports.
(The Surat is the first vessel of this Company's new regular fortnightly service between Hongkong and Bombay).
For Freight or Passage, apply to
E. L. WOODIN,
Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, April 7, 1888. 575

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

The Co.'s Steamship Deucalion, Captain ASQUITH, will be despatched as above on THURSDAY, the 19th Instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, April 7, 1888. 569

Sailing Vessels.

FOR SAN FRANCISCO.

The American Ship Pactolus, BURNHAM, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
RUSSELL & Co.
Hongkong, April 6, 1888. 562

FOR SAN FRANCISCO.

The 3/3 L.1.1. American Ship Great Admiral, J. F. ROWELL, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
RUSSELL & Co.
Hongkong, February 21, 1888. 288

Insurances.

QUEEN FIRE INSURANCE COM.

THE Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
NORTON & Co.,
Agents.
Hongkong, July 15, 1887. 1340

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

THE Undersigned, AGENTS of the above Company, are authorized to Insure against FIRE at Current Rates.
GILMAN & Co.
Hongkong, January 1, 1882. 14

NOTICE.

THE MAN ON INSURANCE COMPANY (LIMITED).

CAPITAL SUBSCRIBED......$1,000,000.

THE above Company is prepared to accept MARINE RISKS at Current Rates on GOODS, &c. Policies granted to all parts of the World payable at any of its Agencies.
WOO LIN YUEN,
Secretary.
HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST.
Hongkong, December 2, 1887. 2349

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF His Majesty King George The First, A. D. 1720.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—
Marine Department.
Policies at current rates, payable either here, in London, or at the principal Ports of India, China and Australia.
Fire Department.
Policies issued for long or short periods at current rates.
Life Department.
Policies issued for sums not exceeding £5,000 at reduced rates.
HOLLIDAY, WISE & Co
Hongkong, July 25, 1872. 496

BALL PROGRAMMES
FOR SALE.
IN NEW SHADES AND PATTERNS.
'CHINA MAIL' OFFICE,
2, WYNDHAM STREET.
January 20, 1888.

NOW READY.

THE RE[illegible] OF CHINA.
A SER[illegible]S OF ARTICLES.
Reprinted from 'The China Mail,' WITH AN APPENDIX.

THIS PAMPHLET is Now Ready, and may be had at the OFFICE OF THIS PAPER, Messrs. LANE, CRAWFORD & Co.'s, Messrs. KELLY & WALSH'S, And Mr. W. BREWER'S.
Price, - - - - - - 50 Cents.

Mails.

CANADIAN PACIFIC LINE.

TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES, AND EUROPE, *VIA* THE CANADIAN PACIFIC RAILWAY AND OTHER CONNECTING RAILWAY LINES & STEAMERS.

THE British Steamship *ABYSSINIA*, 3,651 Tons Register, GEORGE A. LEE, Commander, will be despatched for VANCOUVER, B.C., and SAN FRANCISCO, *viâ* NAGASAKI, KOBE and YOKOHAMA, on SATURDAY, the 14th Inst., at 3 p.m.

To be followed by the S.S. *BATAVIA* on the 10th May, a Steamer (* * * *) on the 1st June, and *PARTHIA* on the 21st June.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with Pacific Coast points, by the regular Steamers of the PACIFIC COAST STEAMSHIP COMPANY and other Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—

To Vancouver & Victoria, Mex.	$160.00
To San Francisco...	175.00
To all common points in Canada and the United States	200.00
To Liverpool	300.00
To London	305.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese and Japanese Customs, to be obtained on application.

Consular Invoices to accompany Cargo destined to points in the United States, should be sent to the Company's Offices, addressed to Mr. D. E. BROWN, District Freight Agent, Vancouver, B.C.

Freight will be received on board until 4 p.m. on the 11th April.

All Parcels must be sent to our Office and should be marked to address in full; and the same will be received by us until 5 p.m. the day previous to sailing.

For information as to Passage or Freight, apply to

ADAMSON, BELL & Co., *Agents.*

Hongkong, April 7, 1888. 559

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, TRIESTE, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS; ALSO, LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON [illegible] the 16th day of April, 1888, at 4 p.m., the Company's Steamship *PREUSSEN*, Capt. C. POHLE, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this port as above, *calling at* GENOA.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 15th April, 1888. (Parcels are not to be sent on board; they must be left at the AGENCY'S Office). Contents and Value of Packages are required.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

For further Particulars, apply to

MELCHERS & Co., *Agents.*

Hongkong, March 20, 1888. 464

To-day's Advertisements.

GOVERNMENT BILLS.

TENDERS for SPECIE, 'Mexican Dollars' current in the Colony, weighing 7.1.7, in Exchange for STERLING BILLS, drawn at 10 days' sight, on the Lords Commissioners of HER MAJESTY'S TREASURY, LONDON, will be RECEIVED by the CHIEF PAYMASTER, Army Pay Department, until 11 a.m., on SATURDAY, the 14th Instant.

The Tenders to state the Total Amount required (in *Pounds Sterling*), and the Amount for which each Bill should be drawn, but no Bills will be issued for sums less than £100.

The Tenders to be in duplicate, in Sealed Covers, addressed to 'The Chief Paymaster,' Army Pay Department, and endorsed 'Tenders for Government Bills.'

The right to accept or reject any or all of the Tenders is reserved.

WM. HUGHES, *Colonel, Chief Paymaster.*

HER MAJESTY'S TREASURY OFFICE, Queen's Road, Hongkong, 12th April, 1888. 598

STEAMSHIP *AVA*.

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London and Havre, ex S.S. *Tamise*, and from Bordeaux, ex S.S. *President Leroy Lallier*, in connection with the above Steamer, are hereby informed that their Goods—with the exception of Opium, Treasure and Valuables—are being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on, unless intimation is received from the Consignees before 1 p.m. TO-DAY (Thursday), requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after THURSDAY, the 19th April, will be subject to rent, and landing charges one cent per packet per diem.

All Claims must be sent in to me on or before SATURDAY, the 21st April, or they will not be recognised.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, *Agent.*

Hongkong, April 12, 1888. 596

To-day's Advertisements.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

The Co.'s Steamship *Formosa*, Captain HALL, will be despatched for the above Ports on FRIDAY, the 13th Instant, at Noon.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co., *General Managers.*

Hongkong, April 12, 1888. 595

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOOCHOW.

The Co.'s Steamship *Haitan*, Capt. S. ASHTON, will be despatched for the above Ports on SUNDAY, the 15th Instant, at 9 a.m.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co., *General Managers.*

Hongkong, April 12, 1888. 597

TO BE LET.

A FOUR-ROOMED HOUSE at THE PEAK. Possession from 1st May.

Apply to R. MURRAY RUMSEY.

Hongkong, April 12, 1888. 599

VALUABLE LEASEHOLD PROPERTY *TO BE SOLD IMMEDIATELY.*

TO BE SOLD BY PUBLIC AUCTION pursuant to a Decree of the Supreme Court of Hongkong, made in a cause TAM KWAN SHI *V.* YAU MI HO, No 42 of 1878, with the Approbation of the ACTING CHIEF JUSTICE by Mr. J. M. ARMSTRONG, the Person appointed by the said Court, upon the respective Premises on the days hereinafter mentioned viz.:—

On THURSDAY,

THE 3RD DAY OF MAY, 1888, AT 3 O'CLOCK IN THE AFTERNOON,—

In FIVE LOTS, the very Valuable Block of BUILDINGS, situate on MARINE LOT No. 4A, MARINE LOT No. 125A, and Section BB of MARINE LOT No. 4, and in the best and most Central Chinese Business Portion of the City, and with frontages to three important Public Streets, viz.:—Bonham Strand, Wing Lok Street and Cross Street, and comprising Nos. 1 and 2, Cross Street, and Nos. 21, 23, 25, 27, 29, 31 and 33, Wing Lok Street, and Nos. 31, 33, 35, 37, 39, 41, 43 and 45, Bonham Strand. Owing to the favorable situation of this Property, the Owner or Owners thereof can always count upon securing good Tenants.

On FRIDAY,

THE 4TH DAY OF MYY, 1888, AT 3 O'CLOCK IN THE AFTERNOON,—

In SIX LOTS, the Valuable PROPERTY, situate on INLAND LOT No. 2 5D in the best part of Hollywood Road, and comprising Nos. 209 and 211, Hollywood Road, and Nos. 1-2 A-[illegible] STORIED HOUSE, No. 132, Hollywood Road, situate on the Remaining Portion of INLAND LOT No. 384, and the THREE HOUSES, Nos. 14, 16 and 18, Possession Street, situate on INLAND LOT No. 212C, and the Remaining Portion of INLAND LOT No. 212B.

On SATURDAY,

THE 5TH DAY OF MAY, 1888, AT 3 O'CLOCK IN THE AFTERNOON,—

In ONE LOT, a Piece of Vacant GROUND, Registered as INLAND LOT No. 472, and situate at Bowrington between Matheson and Percival Streets, and suitable for the erection of Kerosine Godowns.

The Sale Plans can be seen at the Office of Messrs. WOTTON & DEACON, Solicitors, and at Mr. J. M. ARMSTRONG'S, the Auctioneer.

Particulars and Conditions of Sale may be obtained on application at the Offices of Messrs. WOTTON & DEACON, Solicitors, Hongkong, of Messrs. CALDWELL & WILKINSON, Solicitors, Hongkong, of Mr. EWENS, Solicitor, Hongkong, of Mr. WEBBER, Solicitor, Hongkong, and of Mr. J. M. ARMSTRONG, Auctioneer.

Dated this 12th day of April, 1888.

ALFRED G. WISE, *Acting Registrar of the Supreme Court.*

600

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, MARSEILLES, MALTA, GIBRALTAR, BRINDISI, VENICE, AND LONDON; ALSO, BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

N.B.—Cargo can be taken on through Bills of Lading for BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steam-ship *VENETIA*, Captain F. J. COLE, with Her Majesty's Mails, will be despatched from this for BOMBAY, on WEDNESDAY, 25th April, at Daylight.

Cargo will be received on board until 4 p.m.

Parcels and Specie (Gold) at the Office until 2 p.m. on the day before sailing.

Tea, Silk and Valuables for Europe will be transhipped at Colombo; General Cargo at Bombay, arriving one week later than by the direct route Colombo.

For further Particulars regarding FREIGHT and PASSAGE, apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

Passengers desirous of insuring their baggage can do so on application at the Company's Office.

E. L. WOODIN, *Superintendent.*

P. & O. S. N. Co.'s Office, Hongkong, April 12, 1888. 601

To-day's Advertisements.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANÇAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

The Co.'s Steamship *Ava*, Commandant VIMONT, will be despatched for the above Ports TO-MORROW (FRIDAY), 13th Instant, at 10 a.m.

G. DE CHAMPEAUX, *Agent.*

Hongkong, April 12, 1888. 570

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

ALLIE ROWE, Hawaiian brig, Captain J. Phillips.—Wieler & Co.

B. P. CHENEY, American ship, Captain Hughes.—Douglas Lapraik & Co.

BUSTER, British barquentine, Captain Ryfkogle.—Captain.

CENTENNIAL, American ship, Captain I. M. Bearse.—Russell & Co.

SHIPPING

ARRIVALS

April 11, 1888:—

Claymore, British steamer, 1,658, E. A. Craig, Woosung April 8, General.—ADAMSON, BELL & Co.

Activ, Danish steamer, 356, N. C. Revsbeck, Pakhoi April 7, and Hoihow 10, General.—ARNHOLD KARBERG & Co.

Formosa, British steamer, 687, P. Hall, Tamsui April 8, Amoy 10, and Swatow 11, General.—DOUGLAS STEAMSHIP Co.

April 12:—

Amoy, British steamer, form Whampoa.

Ava, French steamer, 3,129, Vimont, Marseilles March 11, *via* Saigon April 9, Mails and General.—MESSAGERIES MARITIMES.

DEPARTURES.

April 12:—

Haiphong, for Saigon.
Thyra, for Chefoo.
Soochow, for Hoihow, &c.
Glenfalloch, for Singapore.
Mongkut, for Swatow, &c.
Deuteros, for Bangkok.
Yangtsze, for Shanghai.
Benvenue, for Yokohama, &c.
Geelong, for Saigon.
Kung-pai, for Shanghai.

CLEARED.

Dardanus, for Amoy.
Hattie E. Tapley, for Sandakan.
Buster, for Yap.

PASSENGERS.

ARRIVED

Per *Activ*, from Pakhoi and Hoihow, 3 Europeans, and 29 Chinese.

Per *Formosa*, from Tamsui, Amoy and Swatow, Messrs Roso, Barre, 3 Europeans and 50 Chinese.

Per *Ava*, for Hongkong: from Marseilles, Messrs T. Arnold, A. F. Baines, Beith, W. Haworth, Mr and Mrs Auguste Caisso; from Colombo, Mr G. R. Daphtary; from Madras, Mr J. Hussan; from Singapore, Mr and Mrs O. Patten, Mr Lasson, and 4 Chinese; from Saigon, Mr G. Somerville, and 81 Chinese. For Shanghai: from Marseilles, Mr and Mrs Janet and child, Messrs Trubnikoff, H. Jaeger, Chlobnikoff, W. White, Cronie, W. G. Gordon, Mlle Marie Fleury, Mr and Mrs R. van der Leithen, and John Inokay; from Port Saïd, P. Eraldo Stroli; from Colombo, Baron de Gunzburg, and Mr W. V. Santanco; from Singapore, Mr K. F. Gordon; from Saigon, Mr Gilbert. For Kobe: from Marseilles, Mr Renault, Sisters Ste. Bernartin, Ste. Mathilde, Ste. Firmin, and Ste. Antonie. For Yokohama: from Marseilles, Messrs S. Taurubara, Deguy, Pittori, F. Yashiro, S. D. Niwa, S. G. Niwa, Roncerat, Th. Cutty, and Shiba; from Alexandria, Mr and Mrs Elman and child; from Colombo, Mr R. F. Trevithick; from Saigon, Mr Mearlande, Mr and Mrs Ogliastro and child, Mr and Mrs Dumoulin, Messrs Reynaud, Olivier and servant, Gondareau, and G. Baer.

DEPARTED.

Per *Thyra*, for Chefoo 5 Chinese.

Per *Soochow*, for Hoihow, &c., 50 Chinese.

Per *Mongkut*, for Swatow, &c., 100 Chinese.

Per *Deuteros*, for Bangkok, 20 Chinese.

Per *Yangtsze*, for Shanghai, 50 Chinese.

Per *Geelong*, for Saigon, 20 Chinese.

Per *Kung-pai*, for Shanghai, 10 Chinese.

TO DEPART.

Per *Dardanus*, for Amoy, 2 Europeans, and 45 Chinese.

Per *Hattie E. Tapley*, for Sandakan, 1 20 Chinese.

SHIPPING REPORTS.

The British steamer *Claymore* reports: From Woosung to Ockseu had light variable winds with foggy weather, thence to port a freshening breeze from E.N.E. with squally weather.

The British steamer *Formosa* reports: April 8th, Tamsui to Amoy, light variable winds and foggy. On the 10th, Amoy to Swatow light variable winds, and heavy rain, overcast. In port: *Nam Kiang*, and *Activ*. On the 11th, Swatow to Hongkong, moderate winds, and overcast weather, wind N.E. In port *Hoihow*, *Fooksang* and *Haitan*.

The French steamer *Ava* reports: Good weather.

POST OFFICE NOTICES.

MAILS will close:—

For SHANGHAI, KOBE & YOKOHAMA.
Per *Ava*, on Friday, the 13th instant, Shanghai, at 9 a.m., and Japan at 9.30 a.m.

For NAGASAKI, KOBE & YOKOHAMA.
Per *Pembrokeshire*, at 11.30 a.m., on Friday, the 13th inst.

For NEW YORK.—
Per *Claymore*, at 11.30 a.m., on Friday, the 13th inst.

For SWATOW, AMOY & TAMSUI.—
Per *Formosa*, at 11 a.m., on Friday, the 13th inst.

For STRAITS & CALCUTTA.—
Per *Wingsang*, at 2.30 p.m., on Friday, the 13th inst.

POST OFFICE NOTICES.

MAILS will close:—

For STRAITS SETTLEMENTS.—
Per *Dafila*, at 3 p.m., on Friday, the 13th inst.

For SHANGHAI.—
Per *Lee Sang*, at 3.30 p.m., on Friday, the 13th inst.

For HOIHOW, TOURON & QUINHON.
Per *Triumph*, at 5 p.m., on Friday, the 13th inst.

For NAGASAKI, KOBE, YOKOHAMA, VANCOUVER, B.C., & SAN FRANCISCO.—
Per *Abyssinia*, at 2.30 p.m., on Saturday, the 14th inst.

For STRAITS & BOMBAY.—
Per *Surat*, at 5 p.m., on Saturday, the 14th inst.

For HAIPHONG.—
Per *Danube*, at 5 p.m., on Saturday, the 14th inst.

For SAIGON.—
Per *Cicero*, at 9 a.m., on Sunday, the 15th inst.

MAILS BY THE GERMAN PACKET.—

The German Contract Packet *Preussen* will be despatched on MONDAY, the 16th Instant, with Mails for the United Kingdom, Europe and countries beyond, *viâ Brindisi*; to the Straits Settlements, Batavia, Burmah, Ceylon, India, Aden, Egypt, Malta, &c., &c.

Registry ceases at 2 P.M.

The Mail closes at 3 P.M. Late Letters till 3.30 P.M. with 10 cents extra postage.

Correspondence should be marked PER GERMAN MAIL, or with the name of the Packet.

MAILS BY THE FRENCH PACKET.—

The French Contract Packet *Natal* will be despatched on WEDNESDAY, the 18th April, with Mails for the United Kingdom, Europe, and places beyond, *viâ Marseilles*; to Saigon, Straits Settlements, Batavia, Burmah, Ceylon, the Australasian Colonies, Pondichéry, Madras, Calcutta, Aden, Mauritius, Egypt, Malta, and Gibraltar.

The usual hours will be observed in closing the Mails, &c.

HOURS OF CLOSING

THE FRENCH MAIL.

The following hours are observed in closing Mails, &c., by the French Contract Packet:—

Day before departure,—

5 P.M.—Money Order Office closes. Post Office closes, except the NIGHT BOX, which is always open out of Office hours.

Day of departure,—

7 A.M.—Post Office opens.
10 A.M.—Registry of Letters ceases.
10.30 A.M.—Posting of all printed matter and patterns ceases.
11 A.M.—Mails closed, except for Late Letters.
11.10 A.M.—Letters may be posted with Late Fee of 10 cents until
11.30 A.M.—When the Post Office closes entirely.
11.40 A.M.—Late Letters may be posted *on board the packet* with Late Fee of 10 cents until time of departure.

Vessels Advertised as Loading.

Destination.	Vessels.	Captain.	Agents.	Date of Leaving.
Bremen, and Ports of Call	Preussen (s)	C. Pohle	Norddeutscher Lloyd	April 16, at 4 p.m.
London, via Suez Canal	Deucalion (s)	Asquith	Butterfield & Swire	April 19.
London, and Ports of Call	Venetia (s)	F. J. Cole	P. & O. S. N. Co.	April 25, at daylight.
Marseilles, and Ports of Call	Natal (s)	Such	Messageries Maritimes	April 18, at noon.
Nagasaki, and Kobé Yokohama	Pembrokeshire (s)	Williams	Adamson, Bell & Co.	April 13.
New York, via Suez Canal	Claymore (s)	Craig	Adamson, Bell & Co.	April 13.
San Francisco, via Yokohama	City of Peking (s)		Pacific Mail S. S. Co.	April 19, at 3 p.m.
San Francisco, via Yokohama	San Pablo (s)		O. & O. S. S. Co.	May 1, at 3 p.m.
San Francisco	Great Admiral	J. F. Rowell	Russell & Co.	Quick despatch.
San Francisco	Pactolus	Burnham	Russell & Co.	Quick despatch.
Shanghai	Leesang (s)	Sawer	Jardine, Matheson & Co.	April 13, at 4 p.m.
Shanghai, via Amoy	Menelaus (s)	Nelson	Butterfield & Swire	April 18.
Shanghai, Nagasaki, &c.	Malwa (s)		P. & O. S. N. Co.	Quick despatch.
Shanghai, Kobé and Yokohama	Ava (s)	Vimont	Messageries Maritimes	April 13, at 10 a.m.
Singapore, Penang and Calcutta	Wingsang (s)	d'A. de St. Croix	Jardine, Matheson & Co.	April 13, at 3 p.m.
Straits and Bombay	Surat (s)		P. & O. S. N. Co.	April 15, at daylight.
Swatow, Amoy and Tamsui	Formosa (s)	Hall	Douglas Lapraik & Co.	April 13, at noon.
Swatow, Amoy and Foochow	Haitan (s)	Ashton	Douglas Lapraik & Co.	April 15, at 9 a.m.
Vancouver (B.C.), via Yokohama	Abyssinia (s)	Lee	Adamson, Bell & Co.	April 14, at 3 p.m.

SHARE LIST. QUOTATIONS. APRIL 12, 1888.

Stocks.	Nos. of Shares.	Value.	Paid-up.	Position per last Report. Reserve.	Balance c. f'ward	Last Dividend	Closing Quotations, Cash.
BANKS.							
Hongkong and Shanghai Bank Corp.	60,000	$ 125	all	$ 3,900,000	$ 20,903.51 at working a/c	30/ for ½ year to Dec. 31/87	$155 % prem.
INSURANCES.							
North-China Insurance Co., Ld.	5,000	£ 25	£ 5	Tls. 100,000	Tls. 406,132.00	Tls. 23.65 for 1886	Tls. 270, buyers
Yangtsze Insurance Company, Ld.	8,000	£ 2	all	£ 50,000	Tls. 3,059.76	7 % for 1886	Tls. 108, sellers
Union Insurance Society Co., Ld.	10,000	250	$ 25	$ 675,000	$ 314,012.96	26 %, 1886	$87½ nom.
China Traders' Insurance Co., Ld.	24,000	83.33	$ 25	$ 600,000	$ 245,240.04	20 % ₱ annum	$68, sales
Canton Insurance Office Co., Ld.	10,000	250	$ 50	$ 230,000	$ 429,307.96	10 % for 1887	$72, buyers
Chinese Insurance Co., Limited	1,500	1,000	$ 200	$ 28,711.58	$ 125,771.29	8 % for 1886	$185
Hongkong Fire Insurance Co., Ld.	8,000	250	$ 50	$ 1,031,486	$ 252,243.30	$29.80 for '86	$315, buyers
China Fire Insurance Co., Ld.	20,000	100	$ 20	$ 650,000	$ 172,031.93	$ 6 for 1886	$70, buyers
Singapore Insurance Company, Ld.	40,000	$ 100	$ 20	...	$ 17,000	...	$19
The Straits Fire Insurance Co., Ld.	20,000	$ 100	$ 20	...	$ 79,432.52	5 % for 1886	$19, sales
The Straits Insurance Co., Ld.	30,000	$ 100	$ 20	$ 200,000	$ 75,832.52	...	$27, sales
STEAMBOAT COMPANIES.							
HK., C. and M. Steamboat Co., Ld.	40,000	2	all	$ *40,000 $ †200,000	$ 3,696.50	7 % half year Dec. 31/87	$202
Douglas Steamship Co., Limited	20,000	$ 50	all	$ 127,320	$ 1151.13	8 %	$50
Indo-China S. N. Company, Limited	18,387	£ 10	£ 10	...	£	...	
60,000 shares issued	31,212	£ 1	£ 10	...	£ 4,387.5.9	5 % for 1886/7	15 % dis., sales
China and Manila S. S. Co., Ld.	3,500	50	all	...	...	None	10 % prem., buyers
MISCELLANEOUS.							
H'kong & Whampoa Dock Co., Ld.	12,500	125	all	...	$ 1,901.32	10½ % for '87	29 % prem. (sales 30 % prem. Sept.)
HK. and China Gas Co., Limited. New Shares	5,100 1,900	£ 10 £ 10	all £ 7.10	£ 9,177.3.1	£ 1,527.3.11	10 % and 2 % bonus for '84	$130 per share, buyers, fully paid up
Hongkong Hotel Company, Lt. 3,000 shs. issued	3,000	100	all	...	$ 678.94	$5 half year June 30 1887	$170 sales
China Sugar Company, Limited	15,000	100	all	...	$ 13,781.53	6 % for ½ year to June 30/87	$151
Hongkong Ice Company, Limited	5,000	25	all	$ 37 500	$ 429.60	16 % for 1887	$61 " buyers
Hongkong Bakery Company, Ld.	600	50	all	$ 6,000	$ 514.58	10 % for 1886	$110 " ex div., nominal
Luzon Sugar Company, Limited	7,000	100	all	...	$ ‡29,303.18	None	$60 " sales
Perak Sugar Cultivation Co.	5,000	Tl. 50	all	...	...	None	Tls. 18 "
Perak Tin Mining & S'ting Co.	5,000	$ 50	all	...	...	None	$20
Punjom & Sunghie Dua Samatan Mining Co.	40,000	$ 10	all	...	...	None	$11½ " buyers
HK. & Kow. Wharf & Godown Co.	17,000	$ 100	all	...	...	None	$142
H'kong Rope Manufactory Co., Ld.	3,000	$ 50	all	...	...	None	$53
A. S. Watson & Co., Limited	3,800	$ 100	all	$ 5,000	$ 2,730.09	6½ % int. div.	75 % prem.
HK. High-Level Tramways Co., Ld.	1,250	$ 100	$ 50	...	...	...	12 % prem., nominal
LOANS.				Rates of Int.	Payable		
Chinese Imperial 1884 B.	8,565	$ 500	all	8 %	yearly, 30 June	...	5 % prem.
" " 1884 C.	3189	$ 500	all	8 %	Oct. 15	...	8½ % prem., buyers
" " 1886 E.	...	T700,000	Tl. 250	7 %	March & Sept.	...	11 % prem., buyers

* Equalisation of Dividend Fund. † Depreciation and Insurance Fund. ‡ At debit.

MEMOS. FOR TO-MORROW.

Shipping.

10 a.m.—*Ava* leaves for Shanghai, &c.

3 p.m.—*Wingsang* leaves for Singapore, Penang and Calcutta.

4 p.m.—*Leesang* leaves for Shanghai.

Pembrokeshire leaves for Yokohama, &c.

Claymore leaves for New York.

Miscellaneous.

Goods per *Wingsang* undelivered after this date subject to rent.

General Memoranda.

SATURDAY, April 14:—
11 a.m.—Tenders for Government Bills received by the Chief Paymaster.
5 p.m.—Meeting of Zetland Lodge.
Goods per *Glenlyon* undelivered after this date subject to rent.

MONDAY, April 16:—
9 p.m.—Meeting of Perseverance Lodge.

TUESDAY, April 17:—
Goods per *Pembrokeshire* undelivered after this date subject to rent.

THURSDAY, April 19:—
Goods per Steamer *Ava* unclaimed after Noon subject to rent.
Claims against the *Mosser* must be sent in to Messrs Russell & Co., on or before this date.

Vol. XVI.—No. 4.
—*OF THE*—
'CHINA REVIEW'
IS
NOW READY.

NOTICE.

A. S. WATSON & Co., LIMITED.

HAVE JUST RECEIVED THEIR *ANNUAL SUPPLY* of LAWN GRASS SEED *and* SWEET CORN, FOR IMMEDIATE SOWING.

HONGKONG DISPENSARY.

Hongkong, March 1, 1888. 351

☞ *The publication of this issue commenced at 7.20 p.m.*

The China Mail.

HONGKONG, THURSDAY, APRIL 12, 1888.

TELEGRAMS.

(From Singapore and Saigon Papers.)

THE ABYSSINIANS IN FULL RETREAT.

[illegible] the Abyssinians have evacuated their positions facing the Italians, and are in full retreat towards Asmara.

THE FRENCH CABINET.

Paris, April 3rd.—Modifications have been made in the new Ministry. M. Ricart and M. Loubet refused at the last moment to accept the portfolios of Justice and Public Works. They have been replaced by M. Ferrouillat for Justice and Deluns Montaud for Public Works. The administration of Public Worship has been attached to the Ministry of Justice.

Paris, 4th April.—The Government made an official declaration before Parliament, announcing that it would choose the most favourable moment for the revision of the Constitution and that it would introduce a Bill regulating Associations, which is a necessary prelude to the solution of the question of the relation of the state with the church.

Paris, 5th April.—M. Delaporte will remain as Under Secretary of State to the Ministry of Marine and Colonies.

The Parliament has been adjourned to 19th April.

THE THIBETAN AFFAIR.—DEFEAT OF THE ENEMY.

Calcutta, March 22nd.—Colonel Graham with a hundred Europeans and a hundred natives attacked the Thibetans at Jelutisa on Tuesday, killing seven and wounding others. The tents and baggage of the Thibetans were left behind, while the men ran away, most escaping into the jungles and the others into Lingtu. The troops at Gantak were to have destroyde Jelutisa fort yesterday. On our side one officer and one native were wounded, but not seriously. Colonel Graham and Mr Paul while reconnoitring on Sunday afternoon were fired at from a barricade erected on the road.

Allahabad, March 22.—The Thibetans have solved all doubts as to their intention of opposing our troops. On Tuesday the advance guard of Colonel Graham's force, consisting of 100 British Infantry and 100 Pioneers, encountered the enemy strongly stockaded beyond Jeluktso and barring the road to Lingtu. They were driven out with a rush at the point of the bayonet, and a second barricade a few hundred yards further on was then taken in flank.

Our casualties in the skirmish were Capt. Lumsden and one sepoy of the Pioneers wounded, while several others, among them Colonel Bromhead, were hit by the stones which the defenders rolled down. The enemy lost 20 killed and wounded. Colonel Graham afterwards pushed on to within less than 2,000 feet of Lingtu to a place called Garni, which was occupied to-day by the Pioneers, and the attack of the fort itself is to take place to-morrow.

LOCAL AND GENERAL.

PASSED SUEZ CANAL.

OUTWARD BOUND:—*Altonower*, February 17; *Propontis*, 28; *Delcomyn*, March 2; *Altmore*, 6; *Cascapedia*, *Port Adelaide*, 13; *Principia*, 16; *Glenfinlas*, 23; *Achilles*, *Berenice*, *Northern*, *Bayern*, *Prometheus*, *Moray*, 27; *Djemnah*, *Oopack*, *Priam*, *Yorkshire*, April 3; *Glengyle*, *Metapedia*, 6.

HOMEWARD BOUND:—*Sussex*, Feb. 17; *Ingraban*, 21; *Elektra*, 28; *Glenearn*, *Merionethshire*, *Mogul*, Mar. 13; *Orestes*, *Daphne*, 20; *Ajax*, 27; *Glenavon*, *Saghalien*, *Octa*, *Cassandra*, *Carmarthenshire*, April 3.

The P. M. Co.'s S. S. *City of Peking*, with the next AMERICAN MAIL, was to leave Yokohama on Sunday, the 8th inst., at 4 p.m., and may be expected here on or about Saturday, the 14th inst.

The steamer *Malwa*, with the ENGLISH MAIL of Mar. 16th, left Singapore on Wednesday, the 11th April, at 11 a.m., and may be expected here on Monday, the 16th April. This packet brings replies to letters despatched from Hongkong on Feb. 8th.

The O. & O. Co.'s s. s. *San Pablo*, with the AMERICAN MAIL of March 24, was to leave Yokohama on the 12th instant, and may be expected here on or about the 18th inst.

The S. S. *Arratoon Apcar*, from Calcutta, left Singapore on the 7th inst., and may be expected here on or about the 13th inst.

The D. D. R. steamship *Frigga*, from Hamburg, left Singapore on the 8th inst., and may be expected here on or about the 14th inst.

The Canadian Pacific Line steamer *Batavia* left Vancouver on the 4th instant for Hongkong.

The O. S. S. Co.'s steamer *Menelaus*, from Liverpool, left Singapore on the 10th instant, and may be expected here on or about the 16th inst.

The Navegazione Generale Italiana Co.'s steamer *Bormida* left Singapore for this port on the 11th instant, and may be expected to arrive on or about the 17th inst.

WE have received two copies of *Le Courrier de Saigon*, a new journal started in Saigon. It is a fair production as French newspapers go.

MESSRS Carlowitz & Co. inform us that the Navigazione Generale Italiana Co.'s steamer *Bormida* left Singapore last night 11th for Hongkong.

WE are informed by the Superintendent of the P. & O. Company that the *Malwa* with the next English mail left Singapore for Hongkong at 11 a.m. yesterday the 11th inst.

THE Agent of the Occidental and Oriental S. S. Co. informs us that the S. S. *San Pablo*, with mails &c., from San Francisco to the 24th ultimo, has arrived at Yokohama, and sailed for this port this day.

THE remaining competitions in the programme of the Fire Brigade inspection, which, it will be remembered, had to be postponed on account of the wet weather, will take place to-morrow morning, at the back of the City Hall, commencing at ten o'clock.

JOSEPH Williams, who described himself as an apothecary out of employment, was brought before Mr Wodehouse in the Police Court to-day, charged with being a vagrant. It having been found that Williams was destitute, his Worship ordered him to be sent to the house of detention.

THE preliminary work in connection with repairing the damage done to the Hongkong Hotel building yesterday by the fall of a portion of the back wall, is being carried forward as rapidly as possible. Most of the valuables buried in the ruins were, we understand, recovered this forenoon. The removal of the debris has been carried on under police surveillance. The damage done to the Hotel was surveyed yesterday by Mr H. F. Hayllar, Inspector of Buildings, and we believe that an independent survey has been ordered by the Government. The Hotel management, after the accident, very speedily made all arrangements necessary to prevent any inconvenience to visitors and lodgers, and business is being carried on as smoothly as though nothing had happened.

A BOARDING-HOUSE runner named Yau Chong was brought before Mr Wodehouse, in the Police Court to-day, charged with obtaining on false pretences from each of nine complainants a sum of $15, and also with attempting to send the complainants to Penang under false pretences. Mr Dennys appeared for the defence. Fung Chuk, one of the complainants, said he and the other eight complainants came to Hongkong on 1st April by passage boat from a village in the Yau Ping district, with the intention of proceeding to America. Witness' uncle brought them down. On their arrival here, defendant, who was employed in the Sau Kwong Yun shop, came to meet them according to previous arrangement. He took them to the shop named, where they stayed. Next day each of the complainants gave the defendant $15, he having undertaken to purchase therewith their passage tickets to San Francisco. They subsequently found that the tickets were not for America but for Singapore, to which place they declined to go. Two days afterwards he brought them other tickets, which he said were for America. These they were afterwards told—not being able to make them out themselves—were for Penang, and they refused them also, demanding their money back at the same time. Another of the complainants gave similar evidence. The case was remanded.

The delivery of the French Mail was begun at 1.15 this afternoon.

We have received from Mr Jules A. va Aalst a copy of a work entitled 'Introduction to the Universal Language Volapük,' published by A. A. Marcal. It contains an exposition of the principles of Volapük grammar and a collection of anecdotes, proverbs &c., with translations and annexations. We reviewed at some length a similar work by the same author some weeks ago, and have little more to add on the subject. We then pointed out that this so-called scientific language was by no means so simple as its admirers endeavour to make out, and that it had no chance of competing with the living English language already spoken by about 120 millions of people—a language in many respects more easily acquired than the 'gibberish' called the Volapük. The inventor of this new 'language' was a German, who, led astray by the cumbrous grammatical construction of his own language, endowed Volapük with Genitive, Dative and Accusative cases, and introduced many other unnecessary modes of inflection into his language. Mr Aalst seems to have fallen into the same erroneous way of thinking, and now actually declares such sentences as 'the son loves the father' or 'the father loves the son' to be defective because there is no 'um,' 'a' or 'on' tacked on to the object to distinguish it from the subject, failing to perceive that the law of construction of an English sentence is so simple that such inflection would serve no useful purpose. We also said, when referring before to the subject, that unless elaborate rules were laid down with regard to the rendering of idioms in this language, the Frenchman who says 'I cannot no more of it' to mean 'I am exhausted' and the Chinaman who says 'They wish copy again Chinese one samo' to mean 'They want to be like Chinese,' would have as great difficulty in understanding each other in Volapük, as they have each in talking his own language. Mr Aalst now says:—'As to writing, this artificial tongue is so constructed that any one may give to his phrases the colour, the form, the expression, the cadence of the mother tongue without impairing the precision or obscuring the clearness.' The Chinese have adopted this principle in dealing with the English language, and the result has been—Pidgin English! Were the new 'language' to be introduced in this fashion we would soon have a hundred different 'pidgin' Volapük dialects, which would in a short time become as widely different as English is from German. Even where the only variation is in the cadence of a language there is often considerable difficulty in following a speaker. We have heard some of our German friends, who pronounced each English word faultlessly and used correct idioms, speak with such an un-English tone or cadence that it was very difficult to understand them. If the difficulty is great where the difference is so slight, what would it be when all the peoples of the globe took to babbling Volapük after their own fashion? We certainly admire Mr Aalst's enthusiasm and the lucid manner in which he explains the principles of this would-be universal language, but we can neither wish nor hope for much success to his labours.

In the list of successful candidates in the third class of the Junior Boys, at the Cambridge Local Examination in December last, the name of T. L. C. Thomas, Yokohama (New College, Eastbourne), appears. In the list of Junior Boys who have satisfied the examiners are—H. G. Sadler, Amoy, China (School for Sons of Missionaries, Blackheath); J. R. Fryer, Shanghai (Collegiate School, Hythe); C. J. Simpson, Old Dock, Shanghai (Cambridge House School, Seaforth). Among the Senior Girls who have satisfied the examiners is H. E. Bryant, Tientsin, North China (Walthamstow Hall, Sevenoaks). Among the Junior Girls who have satisfied the examiners are H. L. Jamieson, Shanghai (Queen's College, Tufnell-park); L. E. Bryant, Tientsin (Walthamstow Hall, Sevenoaks); F. M. Rigg, Jaffna, Ceylon (Lansdowne House, Southport); A. F. Stout, Broadway, Shanghai (Y. Garn, Broadway, Kent).

The *Japan Daily Herald* has been publishing a translation of the Budget of Japan for the fiscal year 1888-89. The total receipts are estimated at something over 80½ million, of which 20 millions are to be spent in redemption of the national debt; 1 million in annuities, pensions and the salaries of sinecurists; 2½ millions in the expenses of the Imperial household; a quarter of a million on 'shrines' and religious festivals, which is apparently the national contribution to the state religion of Japan; half a million on the Cabinet, the *Official Gazette* and secret service money; three quarters of a million on the department of foreign affairs; the same sum on the interior department, including [illegible]; half a million on engineering works; half a million on the metropolitan police; five millions and three quarters on *fu* and *ken*, that is local government expenses; ten millions on the finance department, cost of collecting internal revenue, capital for encouragement of industries, and cost of redeeming paper currency; twelve millions on the war department; eleven millions and a quarter on the navy; three millions and a quarter on the department of justice; three quarters of a million on the education department; half a million on the agricultural and commercial department; four millions and a half on the department of communications, including [illegible] for steamship subsidies; two millions for the *Hokkaido-cho*, or colonial board; one million on forts and coast defences; and the remaining two millions on the senate, auditors, railways, building a palace for the Mikado, exhibitions, &c., &c. The principal sources of revenue are: internal taxation, 63½ millions; Customs, 3 millions; posts and telegraphs, 3½ millions; and miscellaneous 11½ millions. We wonder how long it will be before China adopts this custom from western nations, and publishes a regular budget!—*N. C. Daily News.*

The Sydney *Morning Herald* says:—'The Board of Health have resolved to quarantine all vessels sailing to Australia from Hongkong and other ports on the Chinese coast. The Board being informed that, in consequence of their recent orders respecting Port Darwin, it was the intention of the China traders to despatch their boats from Hongkong and China ports direct to Sydney (and as such voyages are now generally made in 17 or 18 days), have directed that the proclamation of the 18th June, 1881, shall be strictly enforced, and have issued instructions that all vessels from Hongkong and China shall be placed in quarantine for a period of 21 days from the date of their departure from such ports.'—It will be seen, however, from a paragraph in our issue of last night that the Board of Health have rescinded their order declaring Port Darwin an infected port. We suppose therefore that the order with regard to quarantining China steamers at Sydney was practically made null and void three weeks ago.

DEATH OF MR RUSSELL ROBERTSON.

We believe that a telegram was received in Hongkong on Tuesday announcing the death of Mr Russell Robertson C.M.G., British Consul at Yokohama. Mr Robertson had just returned from home, receiving a warm welcome from the British residents in Yokohama, and had been appointed to the position of Acting Judge of H. B. M. Court for Japan during the absence of Mr Justice Hannen, who left for England two weeks ago by the Canadian Pacific Mail. Mr Russell Robertson earned the high esteem of all the British merchants and residents in Japan, by the zeal and energy with which he devoted himself to their interests, and his loss will be sorely felt by them. The zeal which he displayed in forwarding the interests of British trade in Japan was befittingly recognised by Mr Thomas, the spokesman of the deputation of British merchants who presented an address of welcome to him on the 29th ult., the day after his return.

Mr Thomas said:—I have the privilege, in the name of the British residents at Yokohama, to offer you a warm welcome on your return to Japan, and their hearty congratulations upon the well-deserved honour Her Most Gracious Majesty the Queen has been pleased to confer upon you.—(Applause.) But I am deputed specially in the name of the British mercantile community to express to you their very great appreciation of the pains you have taken during your absence on leave to furnish information to the merchants and manufacturers of Great Britain respecting the state of trade with Japan.—(Applause.) Your addresses to the numerous Chambers of Commerce in various parts of the country have contained facts and figures of a most interesting character—(hear, hear, and applause)—and have we believe led to a better appreciation of the conditions under which trade is pursued by British merchants in this country.—(Applause.) Hoping that you and Mrs Robertson have enjoyed your holiday, we beg again to tender you our best wishes and a happy return to the field of your labours.—(Applause.)

Mr Robertson's modesty was well shown in his reply. After thanking the deputation he said:—Touching the distinction of C.M.G. that the Queen has conferred upon me; what I want you to feel is that it is as much your honour as mine. I cannot break it up into little bits and give you all a share, but I want you to realise that it has been won on a field where honours and crosses do not very often fall, a field on which you are all full privates, corporals, sergeants and I do not know what—I mean the field of Commerce,—and I want you to look on me as an ordinary private in the ranks—(Applause.) As to what Mr Thomas has been kind enough to say about the work that I did at home, I do not want to dwell on that, because I know that the least said the better about anything in which oneself has been the central figure. I had my little story to tell, I told it as best I could, and I shall say no more on the subject. You know that in coming back amongst you the sphere of my work is altered. I am taking up the Acting Judgeship in place of the Consulate, but there is no reason why our relations should undergo any change except as to the mere sphere of my work. You will find me as much as ever to be your friend—I hope your useful friend. I thank you very much; I have shaken you all by the hand already, I think, but I shall be glad to do it again.—(Applause.)

LOSS OF THE S. S. *SIKH.*

The following telegrams were sent to the *Times of Ceylon*:—

Galle, 30th March, 7.50 a.m.—The steamer *Sikh*, of Rochester, 1,510 tons, bound for Penang, Singapore, and Yokohama, from London, cargo general, struck on the Gindura rock at 10 o'clock last night. She sank in 10 minutes. The Captain and crew were landed in boats, and no lives were lost. The vessel lies about two miles from the shore with her masts and upper bulwarks visible.

Galle, 30th March, 9.30 a.m.—The *Sikh*, 2,18 tons, Capt. Hudson, passing Galle bound to Singapore from London, struck the Gindura rock last night, and sank within 9 minutes. The cause of the accident is not ascertainable. A board of enquiry will sit to-morrow. The officers and crew were landed safely by boats at the jetty at 1 a.m. No lives were lost. The *Sikh* was an iron screw steamer of the Mogul S.S. Co. Line. The Agents in London are Messrs. Gellatly, Hankey, Sewell & Co.; locally, Messrs. Black & Co., Galle. The vessel lies in 9 fathoms of water, a total wreck. Salvage left with Receiver of Wrecks, who has taken charge of the valuable cargo on board.

A telegram to the *Ceylon Observer* says that a portion of the cargo may be saved.

Commenting on the wreck the *Times of Ceylon* says:—The coast of Ceylon is rapidly being strewn with wrecks, and of late one has followed another in quick succession. Why this is so it is difficult to divine, seeing that the coast can hardly be called dangerous, and it is fairly well lighted, and shortly will be exceedingly well lighted. When the case of the *Sikh* comes to be investigated we suppose we shall be told, as we were in the case of the *Ascalon*, that the Galle light was not seen, and that the ship was many miles out of her reckoning, though she could not have been far out if she was making for Galle, the Gindura rock being not three miles from the port and well within the radius of the Galle light. It is notable that the *Justitia*, the *Ascalon*, the *Shamrock*, and the *Sikh*, all went ashore in the north-east monsoon, the first named in February 1885, the second in October 1887, the third in January 1888, and the last in March 1888. We await further details with interest.

THE LAST OF THE LI.

The fine royal walled enclosure or citadel of Hanoi once the seat of the Li dynasty of Tongking, which ceased to reign in 1785, is now almost cleared of native houses, and is given up almost entirely to huge barracks, magazines, and other buildings appertaining to the French army of occupation. Since the Ngyuen dynasty of Hué has been recognised by China as rulers over the whole of the Tongking-Annamite kingdom, Hanoi has been nothing more than the seat of a Tong-duc or Governor-General,—now, for administrative purposes, changed to a Kinh-luoc or Viceroy. The old palace of the Li kings occupies the centre of the citadel, and is a walled rectangle of about a quarter of a mile in circuit. The royal gates are bricked up, and the once regal halls are now the vulgar godowns in which powder, bombs, and other dangerous explosives are stored. Consequently the public is not admitted. Not far from the palace is a clump of bamboos, amid which stands one of the noblest specimens of the banyan (*Ficus religiosus*) trees in existence. The creepers which it has thrown down have taken root in the usual way, and have moreover been so guided, and encouraged that they form the most bizarre, quaint, and serpentine of shapes, and cover over fifty square feet in every direction. Perhaps there are a hundred different roots, all intertwining and interlacing each other in such a manner that a sort of natural arbour is formed, over which the spreading branches afford sufficient shade and shelter for a regiment of troops. Beneath the banyan is a small thatched hut or group of huts of the ordinary Annamite type, and in the dark recesses are the remains of what was once a tolerably fine temple. During the recent war the greater part of this group of buildings, together with all they contained, was destroyed or damaged by the French troops, and the gods and other sacred things were thrown about amongst the jungle and surrounding swamps. The place was formerly a nunnery; the nuns, of course, were scattered, but what precise amount of violence or outrage they suffered, if any, is not on record.

When peace and tranquillity were being restored around Hanoi, it was observed that an aged crone was daily seen groping her way amongst the troops to beg an *obolus* or a crust of bread. It was also noticed that she carefully collected all the broken images and other things which had been taken from the temple, and dragged them back with infinite pains and trouble, to the sheltered remains of her former convent. One day a brutal soldier, probably under the influence of liquor, threatened to kill her, and the Colonel's attention was directed to the old woman. The people round said she was a royal princess; and she, herself, on being questioned, said it was a fact that she was the last survivor of the Lê or Li dynasty, whose representative fled to China in 1785. At first it was thought that the poor old crone was mad; but the unknown Colonel, whose name deserves to be honoured in connection with the affair, touched by the old lady's courage and persistence in holding on amid such rough surroundings to the relics of her alleged ancestors, gave orders that the enclosure should no longer be entered without permission, and had inquiry instituted into the truth of her statements with a view to allotting her a small pension if her story could be proved. M. Dumontier, the Chief of the Educational Department in Tongking, an enthusiastic archæologist and a thorough Annamite scholar, was charged with the duty of ascertaining the exact truth, as to her pretension, which rested upon nothing but her own eager reiterations and the half-contemptuous admissions of the surrounding villagers. Up to this moment the utmost efforts have failed to elicit the slightest proof such as would justify *un crédit*. The old princess depends upon the precarious charity of visitors, and rests for protection upon a pencil scrawl pasted upon her gate: *Défense d'entrer ici sans l'autorisation de la baja (—vielle femme).*

After inspecting the wonderful banyan, we said, suppose we have the princess out? Accordingly we knocked at the door of the inner enclosure which was opened by a cheerful little boy, the servant and only companion of her royal highness. The princess followed;—a little, bowed, shrivelled, toothless old woman of 91. 'Now watch how she will turn herself into a drum.' In reply to the question 'How are you, *baja*?' the old woman swung her right arm actively round to her back and then round on to her wizened chest administering hollowsounding blows of considerable force which made her old carcass echo like a drum. 'My bones still ache,' she said, renewing the drumming, both by way of massage and by way of illustrating the dismal nature of her rheumatism. 'I am very old, and very poor; but they let me alone now, since the man with the *trois galons* told them they must not kill me.' We asked her if she had any books or relics left, and if we might come in. Seizing us with her skinny arms by the sleeve she conducted us in a silent and mysterious way through strange passages to a dark room where a savage dog was chained to the inmost corner. The dog made desperate attempts to get at us, but was finally conducted out struggling by the little boy. A door was now opened, and from the inside an earthy tomb-like blast greeted our nostrils, as we groped our way into a dark solemn chamber lit up by the faintest possible oil-saucer. Two sitting corpses seemed to be regarding each other on each side of the lamp. It appears that this room, being half underground and concealed by brushwood, was not entered by the soldiers, and the two apparent corpses were simply two josses of the ordinary kind placed on each side of the altar. There were several other figures of interest, one of which, gracefully clad in a red robe, sat in an elegant and refined attitude, bore an intelligent expression of face, and appeared to wear a crown or coronet. This one was in perfect preservation. Possibly it was a King. The corners of the room were filled with maimed and broken josses, broken incense jars, and all manner of miscellaneous fragments which the old lady had gathered from the surrounding morass. She explained to us that she was 'fifth in descent;' but whether this refers to the Kings previous to the usurpation of the Trinks (the Annamite 'tycoons'), or to the last reigning King, it is difficult to say.

You could almost blow the princess over, so thin, frail, and tiny is she: her weight is probably not over 40 pounds. Notwithstanding her rags, her parchment-like skin, her crooked spine, and her abject poverty, yet the gray hairs neatly parted over her shrivelled brow, her quiet persistency, and the general mystery which surrounds her, combine to make one feel that she is 'a lady' still, and that her story after all is true.—*N. C. Daily News.*

The Widow and the Parson.—Minister (to widow)—I hope the dear departed was prepared to die. Widow—(drying her tears) Oh, yes; he was insured in three good companies.

Baby's Name.—'Well, Johnny,' said the Sunday school teacher to one of her little pupils, 'I understand there is a new baby at your house. What do they call it?' 'Why,' said Johnny, with childish frankness, 'mamma calls it a little angel, but this morning papa called it a blessed nuisance.'

NEWS BY THE FRENCH MAIL.

The M. M. Co.'s steamer *Ava* arrived this forenoon with the English mail of the 16th March. We take the following telegrams from our Ceylon exchanges:—

THE ITALIAN CAMPAIGN IN ABYSSINIA.

Cairo, March 25.—Rasalula Ghinda, another powerful Chief, is marching in the direction of Aidergso. The Negus himself is at Azaufas. The Italians expect the Abyssinians shortly to attack them.

THE BUDGET IN PARLIAMENT.

London, March 27.—The Budget for the past year shows an actual Revenue of £89,600,000 against an Expenditure of £87,400,000. The estimated Revenue is £89,287,000, and the estimated Expenditure £86,900,000. In the Budget for 1888-89, with a view of assisting local taxation, a portion of the license tax and half probate duties have been surrendered to local authorities. The interest on the Suez Canal shares is to be utilized in defraying the expenses of Imperial fortifications. The income-tax is reduced a penny. A tax on heavy vehicles has been raised in Great Britain, but Ireland is exempt. A wheel-tax of half-a-crown has been imposed, while a tax of one pound on pleasure horses and five pounds on racehorses, five shillings a dozen on bottled wines, and a shilling per cent per annum on securities payable to bearer, have been levied. Other stamp duties have been raised, and the result shows a surplus of £212,0.0.

OBITUARY.

Zanzibar, March 27.—His Highness Seyyid Burgash Bin Said, Sultan of Zanzibar, died here to-day.

THE BUDGET STATEMENT AND THE HOUSE.

London, March 27.—The Budget statement, on being made to the House, was generally approved.

ADJOURNMENT OF THE HOUSE OF COMMONS.

London, March 27.—The House of Commons to-day adjourned until the 5th of April for the Easter Holidays

RIOTING IN BUCHAREST.

Bucharest, March 27.—The Opposition Deputies led a large mob into the Legislative Chamber at Bucharest. The door-keeper was shot. The troops were called out to repel the intruders. After a few volleys of blank cartridge were fired the rioters dispersed.

THE NEW SULTAN OF ZANZIBAR.

Zanzibar, March 27.—Seyyid Khalif, brother to the late Sultan, has succeeded to the Guddee.

A BYE ELECTION.

London, March 29.—Mr Randall, Separatist, has been elected for the Gowen Division of Glamorgan by a largely reduced majority, replacing Mr F. A. Yeo, who has died.

(There was no contest at the last general election.)

THE ITALIAN FORCES IN ABYSSINIA.

Cairo, March 28.—Shots were exchanged between the scouts of the two armies during the night. General San Marzano does not believe that the Abyssinians intend making a general attack.

DISSENSIONS IN ROUMANIA—COLLISIONS WITH THE POLICE.

Bucharest, March 26.—Great political excitement and dissatisfaction prevail here, and there have been serious collisions between the gendarmes and partisans of the Opposition around the palace. Several have been bayonetted, many arrests have been made, and great uneasiness prevails among the several Republican groups.

BOULANGER IRREPRESSIBLE.

Paris, March 26.—The Boulanger agitation still continues, and it is now proposed to secure his assistance towards the establishment of a really strong Ministry.

(*London and China Express*, 9th Mar.)

A correspondent of the *Temps* in Indo-China has recently been on a visit to the neighbouring British colony of Hong Kong. He was impressed with the number of German steamers to be seen everywhere, and in a letter to that journal he reports:—'On this voyage I have been struck by the number of German steamers which run in the China seas; actually in the port of Hong Kong; their flag distances the English flag. Germans, the little boats of 600 or 800 tons, which run on the coast of Annam, or serve the semi-regular line between Haiphong and Hong Kong; Germans, the large steamers which ply between the Chinese ports, Saigon, Manila, and India, and as if to support this commercial activity four German cruisers (*Bismarck*, *Sophie*, *Iltis*, and *Carola*) are anchored in the harbour. Without the Messageries Maritimes, the splendid steamers of which with their regular service save the national honour, our flag would be almost forgotten in the Far East. Why are not our shipowners inspired by the example given by strangers? At Bremen and Hamburg steamers are launched specially constructed and equipped for these parts. These steamers come with full freights, and are also chartered by the month or year at remunerative rates by the large houses in China. The German captain has a Chinese crew, hard working, more economical, and more easily managed than a European crew. The Chinese sailor is paid about $10 a month, and on this he feeds himself.'

All this may be fairly correct, but we must beg leave to doubt the statement that the German flag distances that of Great Britain in the Colony of Hongkong.

Our Lyons silk contemporary speaks energetically about the new tariff for Italian silks admitted into France, alluded to in our last issue. The Chamber of Commerce of the City has at all events not allowed the grass to grow under its feet. It immediately petitioned the Government for the establishment of a kind of bonded warehouse for storing and conditioning silk, which should be under the cognisance of the Customs. The silk only that was finally admitted to France would pay duties. The balance re-exported to Switzerland, Germany, &c. (it will be remembered that much of the Lyons trade is of an international character), should pay no duties under the new tariff, which roughly increases the rates 50 per cent. Some descriptions of silks (Italian) such as simple silks, thrown silks, dyed, &c., are raised from 50 centimes to 1 franc, but tissues, velvets, peluches, laces, and manufactured articles are raised the 50 per cent.

A private letter from Siam by last mail informs us that whilst Sir Andrew Clarke may not be as successful as he expected in his mission to Bangkok, in connection with railways for the country, still he is to be congratulated on the good he has done. It is probable, at all events, that no other man could have done as much. The single fact is the Siamese have the greatest confidence in him, and know him to be a man of broad and generous views, seriously meaning the welfare of the country. When we remember the opposition to railways in England on their first introduction, it is scarcely to be wondered at that Siam holds some who are somewhat diffident. Sir Andrew has with him the King, however, and Prince Devawongse. Whilst the Siamese are cautious not to commit themselves, they have handed over to Sir Andrew the making of the preliminary surveys, so that the subject is by no means stagnant.

By a recent decision French Deputies who may be on special missions for the State must elect whether they will retain their seats in the Chamber, or the posts they now occupy. Thus M. Constans, the Governor-General of Indo-China, has to decide whether he will retain that post or return as Deputy to the Chamber. He cannot hold both. At the same time his emoluments have been reduced from f.200,000 to f.120,000. The post of General Secretary for Indo-China, resembling the position of Colonial Secretary in a British Crown Colony, has also been suppressed. It will be remembered that M. Klobukowski was recently appointed to the post. The abolition of this office seems a distinct mistake. In the recent reorganisation of the staff of the Government of Indo-China, this post was specially created, but scarcely is the ink dry of M. Klobukowski's appointment, than the pen is run through it.

We recently noted the very large increase which had taken place in the exports of piece goods to China during the month of January. The figures for February show again a large augmentation, which is not to be accounted for solely by the fact that there was one day more in February this year. The figures for the month and two months of this year are as follows for all kinds of piece goods:—

China and Hongkong.

For the month ended Feb. 29.

1886.	1887.	1888.
yards.	yards.	yards.
47,167,700	46,607,700	62,7‑0,700

For the two months ended Feb. 29.

88,453,700	94,335,900	121,869,000

This large increase, amounting to over 25 per cent., in comparison with 1886, will help to account for the heavy amount of outward cargo of late.

The new Chinese treaty for preventing the immigration of Chinese to the United States has been drawn up, and is on the point of being signed by Mr Secretary Bayard and the Chinese Minister. It will then be sent to the Senate. The treaty absolutely prohibits the entering of the United States by any Chinese labourer in future; but Chinese owning property in the States will be permitted to visit China and return.

We are glad to observe that a Bill has been introduced into the Legislative Council in Hongkong for the purpose of having correct figures kept of the imports and exports of that ever-increasing business *emporium*. Figures may be made to prove anything, but in this instance we trust they will only show the importance to which Hongkong has attained.

The *Gazette* of the 3th inst. contains the following notification:—

'*Downing-Street*, March 6.—The Queen has been pleased to approve of the appointment of Catchick Paul Chater, Esq., to be an Unofficial Member of the Legislative Council of the Colony of Hongkong.'

The following is the report of the *Wasp*:—'Having most fully examined and considered the design of the *Wasp* as a seagoing vessel, we are most distinctly of opinion that the utmost care was taken to provide in every respect for the safety of the *Wasp* against all contingencies which could be humanly foreseen, with regard to seaworthiness, and that she was in all such respects far superior to any gunboat which has been built for the naval service.—(Signed): A. W. A. Hood, A. N. Hoskins, W. Graham, Chas. Beresford.'

Sir J. Fergusson, replying to Mr H. Heaton in the House of Commons, said, that since he had been at the Foreign Office the want of a light on Cape Guardafui, at the entrance to the Gulf of Aden, has been fully discussed with the Board of Trade; if it should be determined to erect one, it would be a matter of course that the Board would act upon the best evidence in the selection of a site. The difficulty in the case was the indisposition of ship-owners to pay any more light dues, and at present there were no funds available for the purpose.

The Bimetallic League fixed April 4 for their conference in Manchester. Mr Henry H. Gibbs, late Governor of the Bank of England, who is president of the league, will preside, and there will be a large attendance of peers and members of the House of [illegible] together with representatives of [illegible] agriculture and labour [illegible]

NAVAL AND MILITARY ITEMS.

The following appointments have been made at the Admiralty:—Commander Arthur W. E. Prothero, to the *Orion*; Midshipman (R.N.R.) William F. Tyler, to the *Leander*, as acting-sub-lieutenant, to date March 6; Lieutenants Alfred F. Welldon, Edward Harvey, and Frederick C. Learmonth, to the *Orion*; Navigating-Lieutenant Francis Roberts, to the *Orion*, to date March 20.

The Committee appointed by the Secretary of State for War to consider the plans proposed for the fortification and armaments of our military and home mercantile ports have issued their report. To carry out the works which they have suggested as urgent will involve an expenditure of not less than a million and a-half, and the Committee strongly recommended that as little delay as possible should be allowed to intervene before commencing works, some of which will necessarily take a considerable time to complete. We appear open to attack all round our coasts, and are positively inviting the enterprising foreigner to invade us.

The scheme which has been prepared for the mobilisation of our naval forces is to be practically tested by the fitting out at the home ports of as strong a fleet as can be got together. In addition to the Reserve Squadron, a number of ironclads, gunboats, and torpedoes will be brought forward for commission. The arrangements for manning a powerful fleet have engaged the continuous attention of the naval authorities, and the results will be looked forward to with the greatest interest. The strictest secrecy is being observed in respect to the preparations for what promises to be a most effective means of testing the resources of the Navy, and the practicability of commissioning and sending to sea at comparatively short notice all the ships available for service. It is reported that the Admiralty has issued to the commanders of the different home squadrons full commands as to their position in time of war. The instructions include the mode of manning, victualling, coaling, and communication of ships. It is understood that a trial of the new plans will be made early in the spring.

The last of a series of trials, extending over some two years, which Mr Nordenfelt has carried out with two of his submarine torpedo-boats, in Turkish waters, before a Commission composed of naval and scientific officers, have now come to a satisfactory conclusion. During the submerged trials an experiment was carried out which is unique in the history of submarine-boats, and for the first time a torpedo was actually discharged from a vessel completely submerged.

Acting under the advice of [illegible] wood, the Admiralty [illegible] decided [illegible] several trial trips [illegible] the [illegible] in future [illegible] measured [illegible] be one of the banes of the [illegible] constructors and engineers [illegible] too much credit in the past from the results of trials made on smooth water, and in future new ships will have to undergo a ninety-six hours' sea trip.

The repairs to Nelson's flagship, the *Victory*, which has been proceeding for some time in Portsmouth Dockyard, were suspended on the 2nd inst. During the operations so much dry-rot has been discovered, not only in fir-planking, but in some of the oak timbers, that it was determined to suspend work pending an examination of the hull by responsible officials from the Admiralty.

Major Templar will be defended by Mr J. L. Firminger, barrister, at the court martial before which he will be tried at Chatham on the charge of supplying official information to a Birmingham firm.

GENERAL SHIPPING NEWS.

On the 29th ult. there was launched from the yard of Messrs R. and W. Hawthorn, Leslie and Co. (Limited), Newcastle-on-Tyne, the second of the two steel twin screw steamers named the *Mei Shih*, built by them for the Governor of Formosa. The dimensions are:—Length, 250 feet; breadth, 34 feet; depth, 19 feet. The vessel is built to the highest class at Lloyd's, with deck-house for the accommodation of passengers from the after end of forecastle to the stern. Over this house is an awning deck extending the full width of the ship, and of the same length as the house. Forward of engine and boiler space, in the large deck-house before mentioned, is a saloon for first-class European passengers, together with the necessary state rooms, &c. This saloon will be handsomely fitted in carved oak framing and Hungarian ash panels, and at the fore end will be furnished with a piano in an oak case to match the framing. On each side of the engine and boiler hatches are the officers and engineers' cabins. Abaft the engine-room, also in this house, is the accommodation for first-class Chinese passengers, a large cabin aft being fitted to be used as a ladies' cabin, or for the use of the Governor of the Province. On the awning deck forward is the chart-house, with captain's cabin, &c., together with the entrance house to the European quarters. At the after end of the awning deck is a large music saloon, forming the entrance companion to the Chinese quarters. This saloon will be supplied with an organ for the use of the Chinese. In the 'tween decks forward is accommodation for the Chinese second-class passengers, and in the 'tween deck, abaft the engine-room, for the third-class Chinese; the whole of this accommodation being well lighted and ventilated in the most approved manner. The vessel throughout will be lighted by the electric light, including masthead, side lights, cargo lamps, &c. The vessel has steam windlass and steam winches by Messrs Clarke, Chapman, Parsons, and Company, and also steam-steering gear. The vessel will be driven by two sets of triple expansion engines, having all the latest improvements, including Marshall's valve gear, &c. There will be two multitubular double-ended boilers which will be fitted with forced draught, and worked at a pressure of 160 lbs. A high rate of speed is anticipated. These vessels are being built under the supervision of Messrs A. and W. Dudgeon, acting for Messrs Russell and Co., of China, and Mr Cromarty, the representative of the Governor of Formosa.

It is stated that the large new screw steamship of 5,000 tons launched last month by Messrs A. and J. Inglis, Pointhouse, has been purchased by the British India Steam Navigation Company. This is the third large steamship this shipping firm has purchased from builders during this year. The latest addition has been named the *Taroba*.

The crew of the Glasgow ship *Caitloch*, which arrived at Queenstown on the 7th inst., charge the captain with cruelty, alleging that three sailors were put in irons and lashed to the main hatch during a storm for twenty-four hours. He also gagged one of them, and threatened to shoot a sailor for attempting to rescue the three men.

A meeting of the Local Marine Board was held on the 8th inst. at the Sailors' Home, Liverpool, to present a gold watch awarded by the Emperor of Germany to Captain Hugh Nish, of the steamer *Cyclops*, for services rendered to the German steamer *Oder*, which was wrecked while on a voyage from Bremen to China, in May, 1887.

The French Government intend shortly to establish a permanent light on Ras el Bir, at the north entrance to the Gulf of Tejurrah and east of Obokh about six miles, in lat. 11 [illegible] E. The light will be a [illegible] first order, and [illegible] that the [illegible] Middlesborough [illegible] had put into there with [illegible] broken.

GERMAN NEWS.

Hamburg, March 6.—The discovery of gold in the German South-West African territory has interested German mining circles, every new mail bringing reports of new discoveries and new fields, all of which will pay well, when taken under exploitation. Of late large and extensive gold-reefs have been discovered only ten German miles (forty English miles) from the coast, and the question is being considered of opening a practicable communication with these fields, either from Angra Pegnena or Walvisch Bay.

A telegram from Capetown reports that the German Westafrican Company has put up a settlement at Sandwichhaven, two leagues to the southward of Walvisch Bay. The company in the said harbour has already established a large export butchery and central factory and it is reported that the slaughtering of cattle soon will take its commencement.

Consul Dr Schmidt has been sent from Cairo to Batavia (Java), at which latter place in future the learned Consul will reside, the relations between Germany and the Dutch-Indies lately having grown very much, especially as the German mail steamers of the Australian line are calling at Soerabaya, and because the inhabitants of the German possessions in the South Sea are fetching their workmen from the Malayan Archipelago.

Consul Meier, the managing director of the Norddeutsche Lloyd at Bremen, is said to have resigned his post in consequence of age. The step is much regretted, as his activity was the greatest stimulus of the company.

Duelling is still in [illegible] Germany, and again has led to [illegible], the two doctors Schmidts at [illegible] the former a medical man, the latter a lawyer, had a dispute which led to a challenge with pistols, five yards distant. Dr. Schmidts, the original offender, was shot in the chest, and died soon afterward; his antagonist was arrested.

The communication between Hamburg and the Amoor district respecting Wladiwostock, promises to become very lively during the approaching season, as an unusual number of steamer have been advertised. This to a great part must be ascribed to the agility and energy of the firm of Kunst and Albers at Hamburg, who own a branch firm there as well as at Nicolajewski. The same firm has berthed four steamers for the Amoor—namely, *Picciola*, s.s., Nisson; [illegible] few days; *Ingraban*, s.s., to leave within [illegible] in April; *Sleipner*, s.s., Maasman; to leave very soon; and *Johannes Bran*, s.s., Joergensen; to leave [illegible] to leave at the end of April; [illegible] s.s., calls at Odessa and Ba[illegible] at Nagasaki.

The floating ice [illegible] lated in a dangerous manner, near Brunshausen, and caused [illegible] ble to shipping; the *Frigga*, s. s. [illegible] Liner) had to leave without her stock of coal, and the *Stanmore*, s.s., drove from her anchors and got on a bank, remaining three days; no damage reported. The icebreakers are at work day and night, and have again shown their excellent use, as steam trade has not been interrupted for a single hour. To-day even a sailing-vessel, iron, came up to the city in tow of a tug.

The trade on the river, although much impeded by the ice, still has yielded good results, and frequently the quays have been unable to admit of all the arriving steamers. Several sailing-vessels, however, were obliged to put into Cuxhaven. Our communication with the Far East comprised four vessels, namely, the *Amaranth*, Morrisse, from Hongkong; *Ossian*, s.s., Skelton, from Calcutta; *Lydia*, s.s., Peterson, from her usual route, and *Frigga*, s.s., Nagel, for China and Japan, as usual.

Mosquitoes.—The buzzy and entrancing hum of the lively mosquito will soon be heard again, and any information regarding him will necessarily be interesting to our readers. We therefore cull the following infallible recipe from the *Springfield Union*:—To remove mosquitoes from a room, mix four ounces of oil of cloves, two ounces of oil of peppermint, three ounces of oil of lavender, eight ounces of capsicum, eight ounces of camphor, half a pint of spirits of turpentine, and half a pound of insect powder. Catch the mosquitoes and give them half a teaspoonful every fifteen minutes. As soon as they begin to show signs of paralysis hit them tenderly with a paving rammer. They can then be removed from the room without danger.

An Important Discovery is announced in the 'Paris Figaro,' of a valuable remedy for nervous debility, physical exhaustion, and premature decay. The discovery was made by a missionary in Old Mexico; it saved him from a miserable existence and an early grave. We learn that the Rev. Joseph Holmes, Bloomsbury Mansions, Bloomsbury Square, London, W.C., will send the prescription, free of charge, on receipt of a self addressed stamped envelope.

Quotations.

Hongkong, April 12.

OPIUM—New Patna, cash,	...	483¾ to 485
„ Old „ cash,	...	—
„ New Benares, cash,	...	475/77½
„ Old „ cash,	...	—
„ New Malwa, cash,	...	550
Allowance, Taels	...	32/40
„ Old Malwa, cash,	...	570/80
Allowance, Taels	...	8/48
„ Persian, Oily, cash		540/60
Allowance, Taels	...	16
„ Persian, Paper tied		550/80
„ Allowance, Taels	...	16

Exchange.

Hongkong, April 12.

On London—	
Bank, Wire,	3 0
„ On demand,	3/0½
„ 30 days' sight,	3/0½
„ 4 months' sight,	3/0¾
Credits, 4 „	3/1
Documentary, 4 months' sight	3/0⅞
On Paris—	
On demand,	3.79
Credits, 4 months' sight,	3.88
On New York—	
On demand,	73¼
Credits, 60 days' sight,	74⅛
On Bombay—	
Wire,	220½
On demand,	220¾
On Calcutta—	
Wire,	220½
On demand,	220¾
On Shanghai—	
On demand,	72
30 days' sight,	72⅝
Gold Leaf, 100 fine	33.60
Sovereigns,	$6.56

Temperature.

(*Taken at Messrs Falconer & Co.'s Premises, Queen's Road.*)

Barometer—	9 A.M.	29.98
Do.	1 P.M.	29.95
Do.	4 P.M.	[illegible]0
Thermometer—	9 A.M.	64
Do.	1 P.M.	66
Do.	4 P.M.	65
Do. (Wet bulb)	9 A.M.	63
Do.	1 P.M.	64
Do.	4 P.M.	64
Do.	Maximum	67
Do.	Minimum	60

METEOROLOGICAL REGISTER.

AT 4 P.M. TO-DAY.

Barometer	29.88
Temperature	65
Humidity	87
Direction of Wind	ENE
Force	5
Weather	0

Hongkong Observatory, April 12, 1888.

CHINA COAST METEOROLOGICAL REGISTER.

April 11.—at 4 p.m.

Station.	Barometer reduced to sea level and 32° Fht.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rain during previous 24 hr.
Wl'ostock.	29.89	38	—	—	0	c	—
Tokio	29.53	—	—	S	2	—	—
Nagasaki	29.96	—	—	NW	2	—	—
Shanghai	30.00	60	71	SSE	2	c	—
Amoy	29.95	60	94	NE	3	o r	—
Hongkong	29.34	68	88	ENE	3	[illegible]	—
Haiphong	29.89	75	84	SE	1	[illegible]	—
Bolinao	29.8[illegible]	87	—	WNW	2	b	—
Manila	29.8[illegible]	94	71	ESE	2	c	—
April 12.—at 11 a.m.							
Wl'ostock.	29.94	32	92	E	1	b	—
Tokio	—	—	—	—	—	—	—
Nagasaki	30.06	—	—	W	1	—	—
Shanghai	30.03	56	75	SE	2	—	—
Amoy	—	—	—	—	—	—	—
Hongkong	30.30	66	83	ENE	4	—	0.16
Haiphong	29.89	70	91	—	0	—	—
Bolinao	29.97	84	—	E	3	b	—
Manila	29.96	89	54	SE	2	b	—

The barometer has risen and gradients are slight for E. winds. The weather is overcast, damp and rather cool along the coast.

W. Doberck,
Government Astronomer.

Hongkong Observatory, April 12.

1. Barometer, reduced to 32 degrees Fahrenheit, and to the level of the sea in inches and hundredths.
2. Temperature, in the shade [illegible] Fahrenheit.
3. Humidity, percentage of [illegible] humidity of [illegible] 100.
4. Dir[illegible]
5. F[illegible]

Mails.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, ADEN, SUEZ, PORT SAID, MEDITERRANEAN AND BLACK SEA PORTS, ALEXANDRIA, MARSEILLES, AND PORTS OF BRAZIL, AND LA PLATA; ALSO LONDON, HAVRE, BORDEAUX, DUNKIRK AND ANTWERP.

ON WEDNESDAY, the 18th April, 1888, at Noon, the Company's Steamship *NATAL*, Commandant Sucr, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted until Noon.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 17th April, 1888. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, *Agent.*

Hongkong, April 6, 1888. 563

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship *CITY OF PEKING* will be despatched for San Francisco via Yokohama and Honolulu, on THURSDAY, the 19th Inst., at 3 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—

To San Francisco	$200.00
To San Francisco and return, available for 6 months ...	350.00
To Liverpool	325.00
To London	330.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year will be allowed a discount of 10%. *This allowance does not apply to through fares from China and Japan to Europe.*

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 60, Queen's Road Central.

C. D. HARMAN, *Agent.*

Hongkong, April 9, 1888. 499

Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, *VIA* THE OVERLAND RAILWAYS AND ATLANTIC & OTHER CONNECTING STEAMERS.

THE Steamship *SAN PABLO* will be despatched for San Francisco, via Yokohama, on TUESDAY, the 1st May, at 3 p.m.

Connection being made at Yokohama, with Steamers from Shanghai and Japan ports.

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office, until 5 p.m., the day previous to sailing.

First-class Fares granted as follows:—

To San Francisco	$200.00
To San Francisco and return, available for 6 months ...	350.00
To Liverpool	325.00
To London	330.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year will be allowed a discount of 10%. *This allowance does not apply to through fares from China and Japan to Europe.*

Consular Invoices to accompany Cargo destined to points beyond San Francisco, the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 60, Queen's Road Central.

C. D. HARMAN, *Agent.*

[illegible] 188[illegible] 546

Intimations.

THE CHINA REVIEW.

PUBLISHED BI-MONTHLY, TENTH YEAR.

THIS *Review*, which was intended to meet the wants of many students of Chinese caused by the discontinuance of "*Notes and Queries on China and Japan*," has reached its Fourteenth Volume. The *Review* discusses those topics which are uppermost in the minds of students of the 'Far East' and about which every intelligent person connected with China or Japan is desirous of acquiring trustworthy information. It includes many interesting Notes and original Papers on the Arts, Sciences, Ethnology, Folklore, Geography, History, Literature, Mythology, Natural History, Antiquities, and Social Manners and Customs, etc., etc., of China, Japan, Mongolia, Tibet, and the Far East generally. Recently a new departure has been taken, and the *Review* now gives papers on Trade, Commerce, and Descriptive notes of Travel by well-known writers. It was thought that by extending the scope of the *Review* in this direction, the Magazine would be made more generally useful.

The Review department receives special attention, and endeavours are made to present a careful and concise record of Literature on China etc., and to give critiques embodying sketches of the Most recent publications. Authors and Publishers are requested to forward works to 'Editor, *China Review*, care of China Mail Office.'

The Notes and Queries are still continued and form an important means of obtaining from and diffusing among students knowledge on obscure points.

The Correspondents' column also affords farther and greater facilities for the interchange of views and discussion of various topics.

Original contributions in Chinese, Latin, or any of the Modern Languages are received. The papers are contributed by the members of the various Consular, the Imperial Customs, and Hongkong Services, and also by the Missionary bodies amongst whom a high degree of Chinese scholarship is assiduously cultivated. Amongst the regular contributors are Drs. Chalmers, Eitel, Bretschneider, and Hirth, Professor Legge, and Messrs Balfour, Watters, Stent, Phillips, MacIntyre, Groot, Jamieson, Faber, Kopsch, Parker, Playfair, Giles, Piton, and Taylor,—all well-known names, indicative of sound scholarship and thorough mastery of their subject.

The Subscription is fixed at $6.50 per annum, postage included—payable in advance.

Orders for binding volumes will be promptly attended to. Address 'Manager, *China Mail* Office.'

OPINIONS OF THE PRESS.

'All our learned societies should subscribe to this scholarly and enterprising *Review*.'—*Northern Christian Advocate* (U.S.)

'The *China Review* * * * * has an excellent table of contents.'—*Celestial Empire.*

'The Publication always contains subjects of interest to sojourners in the Far East and the present issue will hold favourable if not advantageous comparison, with preceding numbers.'—*Celestial Empire.*

'This number contains several articles of interest and value.'—*North-China Herald.*

'The *China Review* for September-October fully maintains the high standard of excellence which characterises that publication, and the subjects form a very interesting and readable number. Meteorologists will find an interesting and valuable contribution by Dr. Fritsche, on "The Amount of Precipitation (Rain and Snow) of Peking," showing the results of observations made at the Imperial Russian Observatory at Peking, from 1841 to 1880. "Notes on the Dutch Occupation of Formosa," by Mr. Geo. Phillips, contains some interesting information, although much of it is [illegible]-hand. The Notices of New Books include a [illegible] review [illegible] of Nan-Hua, and [illegible] [illegible] *Daily News.*

[illegible] would [illegible] *[illegible]anthemum.*

[illegible]-December number of the *China Review* contains less variety than usual, but the few articles are very interesting. The opening paper by Mr Herbert A. Giles on "The New Testament in Chinese" treats of a question that must necessarily be of great importance in the eyes of all missionaries. . . . Mr E. H. Parker's "Short Journeys in Szechuen" are continued, and a goodly instalment of these travels in the interior of China is given. Mr F. H. Balfour contributes a paper of some length entitled "The Emperor Cheng, founder of the Chinese Empire," which will be read with genuine interest by students of Chinese history. A few short notices of New Books and a number of Notes and Queries, one of which "On Chinese Oaths in Western Borneo and Java" might appropriately have been placed under a separate heading, complete the number.'—*H.K. Daily Press.*

Trubner's Oriental Record contains the following notice of the *China Review*:—The present publication, judging by the number now before us, is intended to occupy a position, as regards China and the neighbouring countries, somewhat similar to that which has been filled in India by the *Calcutta Review*. The great degree of attention that has been bestowed of late years upon the investigation of Chinese literature, antiquities, and social developments, to say nothing of linguistic studies, has led to the accumulation of important stores of information, rendering some such channel of publicity as is now provided extremely desirable; and contributions of much interest may fairly be expected from the members of the foreign Consular services, the Chinese Customs' corps, and the missionary body, among whom a high degree of Chinese scholarship is now assiduously cultivated, and who are severally represented in the first number [illegible] by papers highly creditable [illegible] respective authors. . . . Some translations [illegible] Chinese novels and plays are marked [illegible] both accuracy and freshness of style; and [illegible] account of the career of the Chinese poet-statesman of the eleventh century, Su [illegible], by Mr. E. C. Bowra, is not only historically valuable, but is also distinguished by its literary grace. Beside notices of new books relating to China and the East, which will be a useful feature of the *Review*, if carried out with punctuality and detail, we are glad to notice that 'Notes' and 'Queries' are destined to find a place in its pages also. It is to be hoped that this opening for contributions on Chinese subjects may evoke a similar degree of literary zeal to that which was displayed during the lifetime of its predecessor in the field, and that the *China Review* may receive the support necessary to insure its continuance.

Mr. A[illegible] [illegible]wind,

[illegible] YORK; is [illegible] to receive Subscriptions, [illegible]ents, &c., for the *China Mail*, *[illegible] Mail*, and *China Review*.

Intimations.

The Overland China Mail,

A WEEKLY JOURNAL FOR THE HOME MAIL,

IS PUBLISHED to suit the Departure of each ENGLISH and FRENCH MAIL Steamer for Europe. Formerly the Overland issue was published fortnightly; but as it was deemed of special importance that a weekly budget of news should be prepared, it was decided to issue it weekly. Subscribers at Home, and those at the Coast Ports and in the interior, who find the Overland edition a convenient form of newspaper for their perusal, will welcome the change. The *Overland China Mail*, now a weekly compendium of news from the Far East, contains special Commercial intelligence, special tables of Shipping, and other information. The various Reports of Courts and Meetings, and all other news, are given in full as they appear in the Daily issue.

The attention of Advertisers is directed to a weekly newspaper, which is circulated among old China 'hands' and others, both at home and in the Far East, who do not take the daily journals.

The Overland China Mail will be regularly posted from the *China Mail* Office to subscribers, on their addresses being forwarded to us.

SUBSCRIPTION:

Per Annum, - - -	$12.00,	postage,	$1.00
" Quarter, - - -	3.00,	"	0.25
" Single Copy,	0.30.		

China Mail Office, Hongkong.

THE CHINESE MAIL.

THIS paper is now issued every day. The subscription is fixed at *Four Dollars* per annum delivered in Hongkong, or *Ten Dollars Forty Cents* including postage to Coast ports.

It is the first Chinese Newspaper ever issued under purely native direction. The chief support of the paper of course derived from the native community, amongst whom also are to be found the guarantors and securities necessary to place it on a business and legal footing.

The projectors, basing their estimates upon the most reliable information from the various Ports in China and Japan,—from Australia, California, Singapore, Penang, Saigon, and other places frequented by the Chinese,—consider themselves justified in guaranteeing a large and ever-increasing circulation. The advantages offered to advertisers are therefore unusually great, and the foreign community generally will find it to their interest to avail themselves of them.

The field open to a paper of this description—conducted by native efforts, but progressive and anti-obstructive in tone—is almost limitless. It on the one hand commands Chinese belief and interest, while on the other it deserves every aid that can be given to it by foreigners. Like English journals it contains Editorials, with Local, Shipping, and Commercial News and Advertisements.

Subscription orders for the above may be sent to

GEO. MURRAY BAIN, *China Mail Office.*

PUBLICATIONS.

'CHINA MAIL' OFFICE.

CHINA REVIEW—published once in Two Months.

OVERLAND CHINA MAIL—for every Weekly Mail.

CHINA MAIL—Every Day.

Orders for Printing and Book-binding promptly executed at MODERATE CHARGES.

'CHINA MAIL' OFFICE, 2, *Wyndham Street (behind the Club.)*

NOW ON SA[LE].

INDEX TO THE 'CHINA REVIEW' *from* VOLUMES I TO XII.

1.—LIST OF CONTRIBUTORS.
2.—ARTICLES.
3.—REVIEWS OF BOOKS.
4.—LIST OF AUTHORS REVIEWED.

PRICE, - - - - - - - - 50 CENTS.

To be had at the *China Mail* Office, Messrs. KELLY & WALSH, Messrs. LANE, CRAWFORD & CO., Hongkong; and Messrs. KELLY & WALSH, Shanghai.

NOW PUBLISHED.

BUDDHISM; ITS HISTORICAL, THEORETICAL AND POPULAR ASPECTS,

BY ERNEST J. EITEL, PH.D., TUBING.

THIRD EDITION, REVISED, WITH ADDITIONS.

Price, - - - - - - - - $1.50.

LANE, CRAWFORD & Co.

Hongkong, August 20, 1884.

NOW READY.

THE COMMERCIAL LAW AFFECTING CHINESE; with special reference to PARTNERSHIP REGISTRATION AND BANKRUPTCY LAWS IN HONGKONG.

Copies may be had at the *China Mail* Office, and at Messrs. LANE, CRAWFORD & Co.—Price, 75 cents.

WINTER TIME TABLE.

THE KOWLOON FERRY.

STEAM-LAUNCH *MORNING STAR*

Runs DAILY as a FERRY BOAT between Peddar's Wharf and Tsim-Tsa-Tsui at the following hours:—This Time Table will take effect from the 17TH OCTOBER, 1887.

WEEK DAYS. Leaves K'loon.	WEEK DAYS. Leaves H.K.	SUNDAYS. Leaves K'loon.	SUNDAYS. Leaves H.K.
6.00 A.M.	7.00 A.M.	6.00 A.M.	7.00 A.M.
8.00 "	8.30 "	7.30 "	8.00 "
8.50 "	9.00 "	9.00 "	10.15 "
9.40 "	[illegible]15*	10.30 "	10.45 "
10.30* "	[illegible] P.M.	11.00 "	NOON.
12.45 P.M.	[illegible]	12.30 P.M.	1.00 P.M.
1.30	[illegible]	1.[illegible]	2.00 "
[illegible]	[illegible]	[illegible]	3.00 "
3.30	[illegible]	[illegible]	4.00 "
4.15	[illegible]	[illegible]	4.30 "
4.50 "	5.1[illegible]	[illegible]	5.10 "
5.25 "	5.[illegible]	[illegible]	5.40 "
6.00 "	6.[illegible]	6.00 "	6.15 "
6.30 "	6.45 "	6.30 "	6.45 "
7.00 "		7.00 "	

* There will be no Launch on Monday and Friday, on account of coaling.

The above Time Table will be strictly adhered to, except under unavoidable circumstances. In case of stress of weather, due notice will be given of any stoppages.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing at Green Island. Vessels near the Hongkong shore are marked *h.*, near the Kowloong shore *k.*, and those in the body of the Shipping or midway between each shore are marked *c.*, in conjunction with the figures denoting the sections.

Section.
1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour Master's Office.
4. From Harbour Master's to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.

Section.
7. From Naval Yard to Blue Buildings.
8. From Blue Buildings to East Point.
9. From Kellett's Island to North Point.
10. Kowloon Wharves.
11. Jardine's Wharf.

Vessel's Name.	Anchorage.	Captain.	Flag and Rig.		Tons.	Date of Arrival.		Consignees or Agents.	Destination.	Remarks.
Steamers										
Abyssinia	4 c	Leo	Brit.	str.	2346	April	5	Adamson, Bell & Co.	Nagasaki, &c.	14th inst.
Activ	2 h	Revsbeck	Dan.	str.	355	April	11	Arnhold, Karberg & Co.	Hoihow, &c.	
Amoy	3 h	Kohler	Brit.	str.	815	April	12	Siemssen & Co.	Shanghai	
Angers	3 c	Pinkham	Brit.	str.	2077	April	11	Adamson, Bell & Co.		
Ava	5 c	Vimont	Fch.	str.	3129	April	12	Messageries Maritimes	Shanghai	To-morrow
Benalder	5 c	Thomson	Brit.	str.	1332	April	10	Gibb, Livingston & Co.	Saigon	
Benvenue	5 k	Thomson	Brit.	str.	1497	April	11	Gibb, Livingston & Co.	Yokohama & Kobe	To-day
Cicero	4 h	George	Brit.	str.	1060	April	11	Adamson, Bell & Co.	Saigon	15th inst.
Claymore	4 c	Craig	Brit.	str.	1058	April	12	Adamson, Bell & Co.	New York	To-morrow
Dardanus	5 c	Purdy	Brit.	str.	1535	April	10	Butterfield & Swire	Amoy and Shanghai	To-morrow
Dafila	3 h	Nielson	Brit.	str.	535	April	10	Ah Yon & Co.	Penang	To-morrow
Deuteros	4 c	Iwersen	Ger.	str.	1197	April	7	Ed. Schellhass & Co.	Bangkok	To-day
Formosa	5 h	Hall	Brit.	str.	674	April	11	Douglas Steamship Co.	Amoy and Tamsui	To-morrow
Frejr	3 c	Lund	Dan.	str.	419	Mar.	25	Arnhold, Karberg & Co.		
Geelong	11	Thom	Brit.	str.	1139	April	9	Geo. R. Stevens & Co.	Saigon	To-day
Guthrie	4 h	Shannon	Brit.	str.	2500	April	11	Russell & Co.		
Kong Beng	3 h	Jones	Brit.	str.	862	April	8	Yuen Fat Hong	Hoihow, &c.	
Kung-pai	4 h	Brissandar	Chi.	str.	607	April	11	C. M. S. N. Co.	Shanghai	To-day
Pembrokeshire	5 k	Williams	Brit.	str.	1717	April	11	Adamson, Bell & Co.	Nagasaki, &c.	To-morrow
Pilot Fish	6 h	Stopani	Brit.	tug.	161	Sept.	27	H. K. & W. Dock Co.		
Surat	5 c	Parfit	Brit.	str.	1676	April	10	P. & O. S. N. Co.	S'pore & Bombay	15th inst.
Thibet	5 c	Creery	Brit.	str.	1671	April	10	P. & O. S. N. Co.	Yokohama	
Triumph	4 c	Moes	Ger.	str.	674	April	11	Wieler & Co.	Hoihow(?), &c.	14th inst.
Visayas	...	Ajubita	Span.	str.	406	Mar.	11	Chinese	....	K'loon Dock
Vorwaerts	3 c	Bruhn	Ger.	str.	612	April	10	Wieler & Co.		
Wingsang	5 c	Croix	Brit.	str.	1517	April	6	Jardine, Matheson & Co.	Calcutta(?), &c.	To-morrow
Yangtsze	5 h	Starling	Brit.	str.	814	April	11	Siemssen & Co.	Shanghai	To-day
Sailing Vessels										
Allie Rowe	6 k	Phillips	Haw.	bg.	......	June	9	Wieler & Co.	Laid up	
Augusta	8 h	Schumacher	Ger.	bqe.	1396	Mar.	31	Borneo Co., Limited		
Augusta	...	Jessen	Ger.	bqe.	473	Mar.	17	Eduard Schellhass & Co.	....	K'loon Dock
B. P. Cheney	6 c	Hughes	Amer.	sh.	1259	Jan.	25	Douglas, Lapraik & Co.		
Buster	5 c	Ryfkogle	Brit.	bqtin.	3[illegible]5	Mar.	30	Order		
Centennial	9 c	Besse	Amer.	sh.	1222	Jan.	27	Carlowitz & Co.	New Yo[rk]	
Columbus	4 k	Haesloop	Ger.	sh.	1429	April	11	Captain		
Eidsvold	3 c	Pannces	Norw.	bqe.	272	April	4	Order		
Great Admiral	3 c	Rowell	Amer.	sh.	1497	Feb.	17	Russell & Co.	San Francisco	
Gustav & Oscar	8 c	Seemann	Ger.	sh.	1352	Mar.	27	Melchers & Co.		
Hattie E. Tapley	3 k	McConnachy	Brit.	bqe.	907	Feb.	23	Gibb, Livingston & Co.	Sandakan	
Kitty	6 k	Laird	Brit.	bqe.	803	Aug.	20	Order		To-day
Lillian	4 k	Durrain	Haw.	bqe.	394	Mar.	22	Gonsalves & Co.		
Penshaw	3 c	Parker	Brit.	bqe.	729	Mar.	31	Lane, Crawford & Co.		
Santa Filomena	3 k	Mendiguren	Span.	sch.	448	Jan.	12	Chinese	Iloilo	
Senta	5 c	Fiemann	Ger.	bqe.	10[illegible]7	Jan.	26	Melchers & Co.	London	
Tetuan	3 c	Roper	Ger.	bqe.	439	April	1	Chinese		
Titan	9 c	Allyn	Amer.	sh.	1270	Jan.	28	Pustau & Co.	New York	

Her Britannic Majesty's Ships on the China Station.

Name.	Rig.	Tons.	Guns.	I.H.P.	Captain.	Where at.
Alacrity	despatch-vessel	1700	4	3180	Com. R. Blair Maconochie	Hongkong
Audacious	twin-screw battle-ship	6010	10	4830	Capt. John B. Warren	Hongkong
Cockchafer	gunboat 2nd class	465	4	470	Lieut.-Com. Ed. E. Maxwell	Foochow
Constance	cruiser 3rd class	2380	14	2590	Capt. L. C. Keppel	Hongkong
Cordelia	cruiser 3rd class	2380	10	2420	Captain Henry H. Boys	Shanghai
Esk	g-b. 3rd class coast defence	363	3	340	——	In reserve
Espoir	gunboat 2nd class	465	4	470	Lieut.-Com. Reginald Y. Smith	Hongkong
Firebrand	gunboat 2nd class	455	4	460	Lieut.-Com. Denison	Manila
Heroine	cruiser 3rd class	1420	8	1130	Captain Chas. J. Balfour	Hongkong
Leander	cruiser 2nd class	4300	10	5500	Captain M. J. Dunlop	Kobe
Linnet	gun-vessel 2nd class	756	5	1050	Commander W. Marrack	Hongkong
Merlin	gunboat 2nd class	430	4	430	Lieut.-Com. W. M. Maturin	Hongkong
Mutine	sloop	1130	10	1120	Commander J. H. Martin	Hongkong
Orion	battle ship 3 class armoured	4870	4	4040	Captain T. H. Royse	Singapore
Rambler	surveying vessel	830	3	690	Commander W. U. Moore	On a cruise
Rattler	gunboat 1st class	715	6	1200	Lieut.-Com. W. Maitl. Dougall	Hongkong
Sapphire	cruiser 3rd class	1970	12	2360	Captain W. C. Karslake	Hongkong
Satellite	cruiser 3rd class	1420	8	1400	Captain T. P. W. Nesham	Hongkong
Solent	torpedo mining launch	150	—	—	——	Hongkong
Swift	gun-vessel 2nd class	756	5	1010	Com. Hon. Richard Bingham	Hongkong
Victor Emanuel	receiving ship	5157	14	—	Commodore Maxwell, A.D.C.	Hongkong
Wanderer	sloop	925	4	750	Commander Geo. Giffard	Hongkong
Wivern	coast defence ship, armoured	2750	4	1450	——	Hongkong

* Flagship of Vice-Admiral Sir Nowell Salmon, K.C.B., V.C., Commander-in-Chief.

☞ H. B. M. Ships' tonnage, displacements and effective horse powers are given according to H. M. Navy list.

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and Rig.	Tons.	Guns.	H.P.	Captain.	Where at.
Aleout	Russian gunboat	800	—	—	Captain Parenego	Nagasaki
Aragon	Spanish cruiser	1908	—	—	Captain D. E. Zulnaga	Manila
Aspic	French gunboat	470	4	450	Commander Malapert	Shanghai
Aurora	Austro-Hungarian cruiser	1430	—	—	Captain Franz Muller	Whampoa
Bismarck	German cruiser	2800	—	—	Captain Kuhn	Amoy
Bartholomeu Dias	Portuguese corvette	—	—	400	Capt. da Costa Cabrel	On a cruise
Bobre	Russian cruiser	1190	—	—	Captain Menschicoff	Nagasaki
Brooklyn	U. S frigate	3900	14	1200	Flagship of Admiral Chandler	Hongkong
Carola	German cruiser	2100	—	—	Captain Aschmann	Shanghai
Comète	French gunboat	475	4	450	Lieut.-Commander Martel	Haiphong
Dmitry Donskoy	Russian frigate	6000	—	—	Captain N. Scrydloff	Nagasaki
Essex	U. S. corvette	1375	6	900	Commander Jewell	Kobe
Iltis	German gunboat	489	—	—	Captain Eickstedt	Amoy
Jaguar	French gunboat	445	2	270	Lieut. Commander Fouet	Haiphong
Lutin	French gunboat	485	4	425	Captain Nény	Haiphong
Marion	U. S. corvette	1900	7	1170	Commander Merrill Miller	Chemulpo
Monocacy	U. S. sloop	1370	6	1470	Commander H. Glass	Yokohama
Mordj[illegible]	Russian gunboat	455	7	60	Commander Moltsoff	Corea
Nautilus	German gun-vessel	755	4	600	Captain von Hoven	Zanzibar
Nayezdnik	Russian cruiser	1330	9	230	Captain Marina	Nagasaki
Omaha	U. S. corvette	2400	12	1150	Capt. Curtis	Corea
Palos	U. S. gunboat	420	6	500	Lieut.-Com. Thomas Nelson	Yokohama
Parseval	French gunboat	—	—	—	Captain M. Foret	Kobe
Pluvier	French gunboat	540	—	420	Lieut.-Commander Poidloue	Haiphong
Primauguet	French cruiser	2200	15	2270	Captain Bugo	Kobe
Rapido	Italian cruiser	1458	5	—	Captain F. Cravosia	Kobe
Rio Lima	Portuguese gunboat	540	—	—	Captain Raphael d'Andrade	Macao
Rynda	Russian cruiser	3000	—	—	Captain Th. Avellan	Manila
Sivoutch	Russian cruiser	900	1	1000	Commander Suctirieff	Corea
Sobol	Russian gunboat	456	7	60	Commander Boyle	Japan
Sophie	German cruiser	2100	—	—	Captain Cochuir	Nagasaki
Tamega	Portuguese gunboat	610	5	500	Commander P. I. Gouveia	Lisbon
Tejo	Portuguese gunboat	—	3	100	Lieut.-Com. O. R. Caminha	Macao
Turenne	French frigate	5880	12	4250	Captain Juge	Kobe
Vestnik	Russian corvette	1330	—	—	Captain Lang	Nagasaki
Vipere	French gunboat	480	4	425	Capt. de Marolles	Yokohama
Vitiaz	Russian corvette	2950	12	—	Captain Makaroff	Amoy
Vostok	Russian gunboat	—	4	—	Commander Molchonsky	Vladivostock
Wolf	German gunboat	384	6	340	Captain Jossellin	Hongkong
Zaire	Portuguese gunboat	—	4	100	Lieut.-Com. O. M. [illegible] Vianna	Macao

SHIPPING IN CHINA, JAPAN PHILIPPINES, AND SIAM WATERS.

WHAMPOA.

Vessel's Name.	Flag & Rig.		Destination.
Lee Sang	Brit.	str.	
Pochili	Brit.	str.	Swatow
Whampoa	Brit.	str.	
Yung Ching	Chi.	str.	Shanghai

AMOY.

In port on April 5, 1888.

Archos	Brit.	bqe.
Christian	Ger.	sch.
Elisabeth	Ger.	bqe.
K. Nilsson	Ger.	bqe.
Orient	Ger.	bqe.

FOOCHOW.

In port on March 24, 1888.

MERCHANT STEAMERS.

Haitan	British
Nanzing	British

MERCHANT SAILING VESSELS.

Hilda	Brit.	sch.
Perle	Brit.	bqe.
Satsuma	Brit.	bqe.

SHANGHAI.

In port on April 5, 1888.

MERCHANT STEAMERS.

Claymore	British	
Fungshun	Chinese	
Glenogle	British	
Johann	German	
Kiang-piau	Chinese	
Kiang-yü	Chinese	
Kowshing	British	
Kuling	British	
Kung-wo	British	
Natal	French	
Ngankin	British	Ningpo
Preussen	German	
Store Nordiske	Danish	
Venetia	British	
Yiksang	British	

MERCHANT SAILING VESSELS.

Alex. Yeats	Brit.	sh.
Chihaya Maru	Japan.	bq.
Eclipse	Amer.	sh.
Iolanthe	Brit.	sh.
Patoclus	Amer.	sh.

TIENTSIN.

In port on March 24, 1888.

MERCHANT STEAMERS.

Kung-pai	Chinese
Newchwang	British
Yungching	Chinese

MERCHANT SAILING VESSELS.

Anglo-India	Brit.	bqe.
Earl [illegible]	Brit.	bqe.
G. H. Wappaus	Brit.	bqe.
Hedvig	Brit.	bqe.
Sibirien	Ger.	bqe.
Sin Kolga	Brit.	bqe.

NAGASAKI.

In port on March 21, 1888.

Else	Ger.	bg.
Kozaki Maru	Japan.	bqe.
Polar Star	Rus.	sch.

KOBE.

In port on March 27, 1888.

G. Domville	Brit.	sh.
Yorktown	Amer.	sh.

YOKOHAMA.

In port on March 24, 1888.

A. Obrig	Amer.	bqe.
Arctic	Amer.	sch.
Beatrice	Brit.	sch.
Diana	Amer.	sch.
Fearless	Ger.	cut.
Josie Troop	Brit.	sh.
Nemo	Brit.	sch.
Rose	Br. Sm.	sch.

MANILA.

In port on March 27, 1888.

Altona	Ger.	sch.	
Austriana	Brit.	sh.	New York
Credmoor	Amer.	sh.	
Drumeltan	Brit.	sh.	
Ed. May	Amer.	bqe.	
E. Marie	Norw.	bqe.	
Elizabeth	Ger.	bqe.	
Enrique	Span.	bqe.	
Francis	Am.	sh.	
Hectanooga	Brit.	sh.	
Herat	Brit.	sh.	
L. Linnhe	Brit.	sh.	
Mary A. Troop	Brit.	bqe.	
Mary L. Stone	Amer.	sh.	
M. Fillozi	Brit.	sh.	
Nagpore	Brit.	sh.	
Nomad	Amer.	bqe.	
Obed Baxter	Amer.	bqe.	
Xenia	Amer.	bqe.	

HAIPHONG.

In Port on March 29, 1888.

MERCHANT STEAMERS.

Danube	British
Quang-nam	French

BANGKOK.

In port on March 21, 1888.

Bya Ban	Siam.	bqe.
Charon Wattana	Siam.	bqe.
Eagle	Brit.	bg.
Fortune	Siam.	bg.
Goliah	Siam.	sch.
Lisa	Ital.	sh.
Maria Borg	Ger.	bqe.
Meridian	Siam.	bg.
Nicolino	Ital.	bqe.
Young Siam	Siam.	bqe.
Wega	Ger.	sh.

Printed and published by GEO. MURRAY BAIN, at the *China Mail* Office, No. 2, Wyndham Street, Hongkong.